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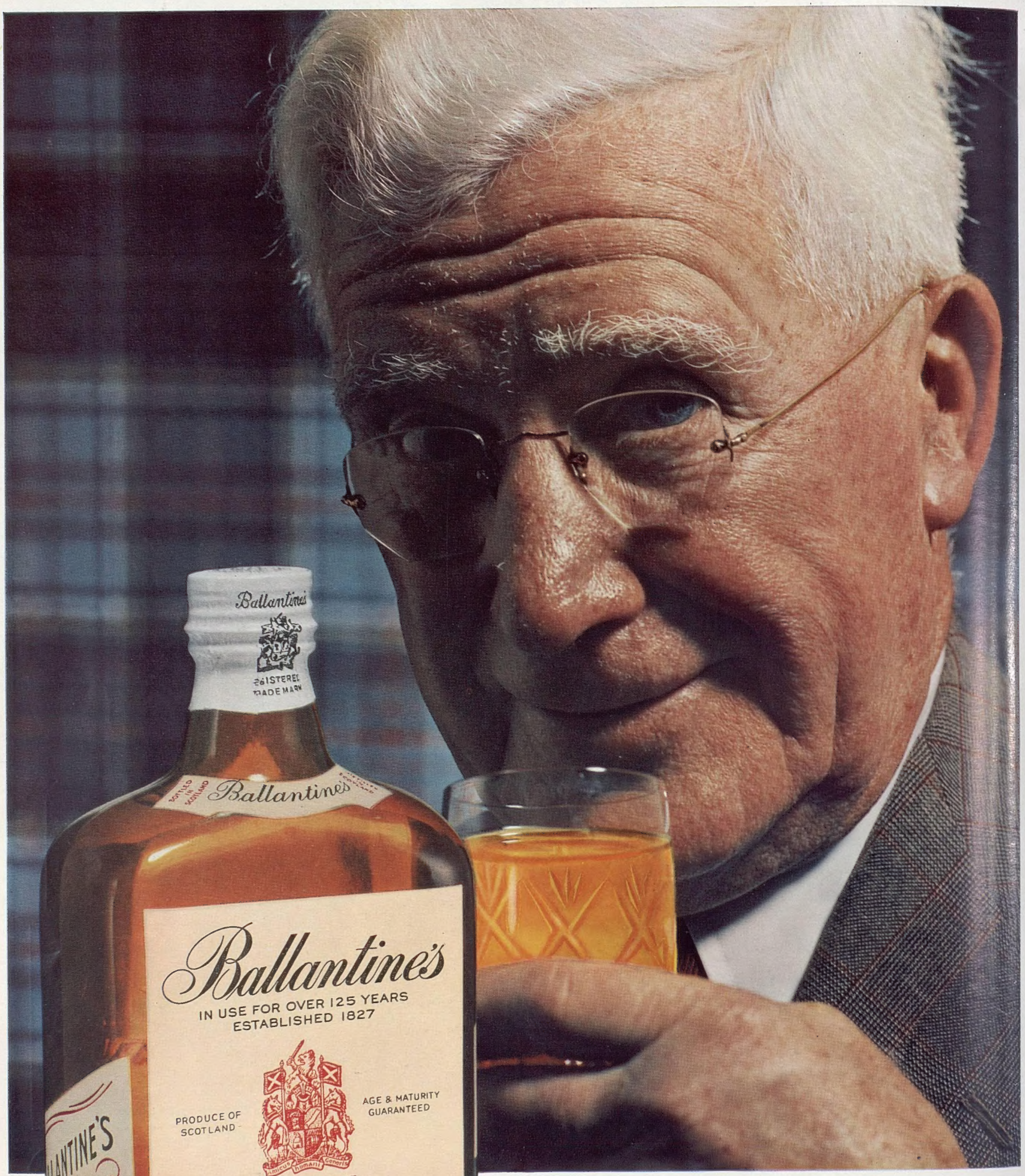

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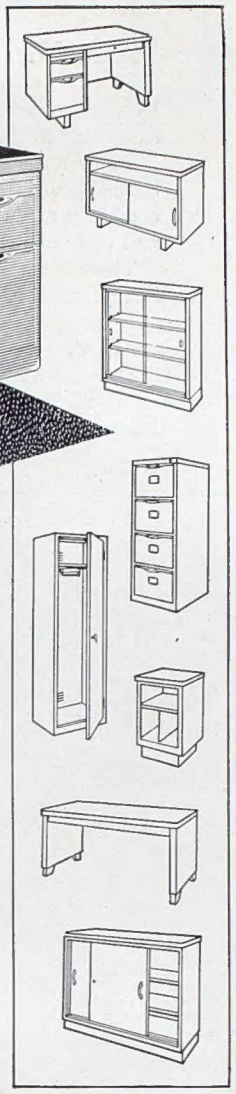

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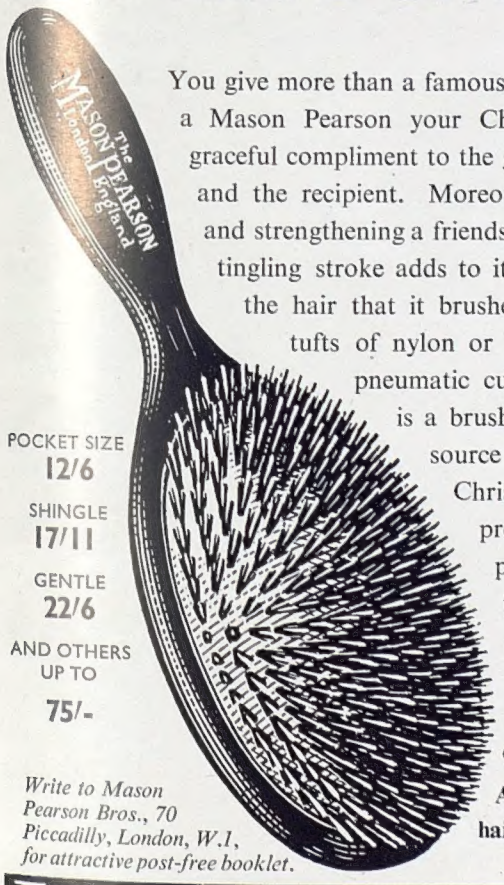

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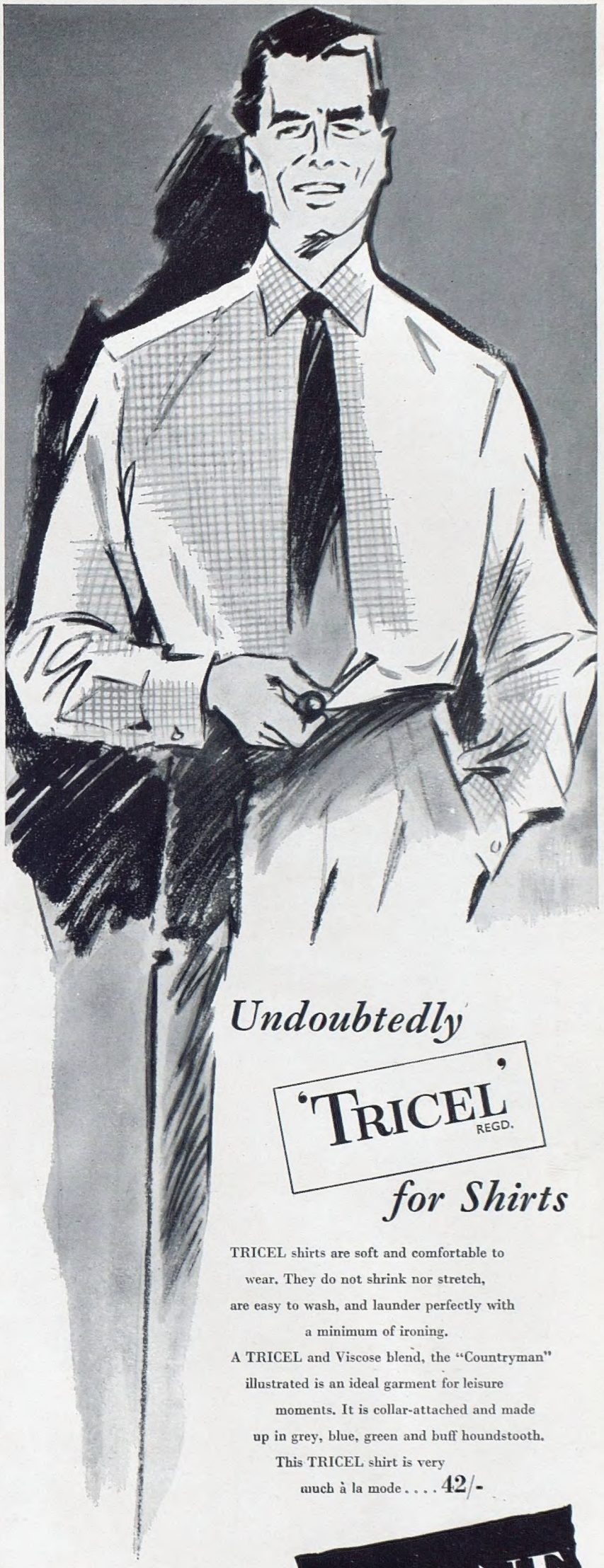

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Volume CCXXXV No. 3059

The SPHERE, London, November 15, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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REMEMBRANCE DAY IN LONDON—THE QUEEN LEADS THE NATION IN HOMAGE TO THE FALLEN OF TWO WORLD WARS: In this general view of the scene in Whitehall Her Majesty is standing in front of the Cenotaph with the Dukes of Edinburgh and Gloucester a few paces behind. The Bishop of London stands with the choir on the far side. In the centre foreground are the Prime Minister, other political leaders and representatives of the Commonwealth and the Fighting Services.

This year, the Act of Remembrance of the fallen of two World Wars took place on the fortieth anniversary of the end of the 1914-18 conflict. In town and country last Sunday the nation again paid homage to the war dead as well as to those who died in subsequent operations. At the Cenotaph in Whitehall, the solemn remembrance was led by the Queen in the presence of other members of the Royal Family; the Prime Minister and representatives of both Houses of Parliament; representatives of the Commonwealth and of the Fighting Services. The ceremony followed the traditional pattern. After the silence at eleven o'clock, Last Post was sounded, wreaths were laid at the foot of the memorial and the short service was conducted by the Bishop of London. Reveille and the National Anthem brought the Act of Remembrance to a close. Later, ex-servicemen marched past and members of the public laid their own floral tributes. In Westminster Abbey a service was held at the tomb of the Unknown Warrior. On the evening before Remembrance Day members of the Royal Family attended the annual British Legion Festival of Remembrance at the Royal Albert Hall.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

THE HUNTING SEASON : Some of the field assemble in front of Bibury Court, in Gloucestershire, for the opening meet of Earl Bathurst's V.W.H. (Vale of White Horse) Hunt. Th territory of the Hunt to the north adjoins the Heythrop and Cotswold. The old Vale of White Horse Hunt was established in 1831, and took its present form in 188 Bibury Court is the home of Sir Humphrey Clarke and was built by Sir Thomas Sackville in the time of James I; one wing, erected in 1639, is said to be by Inigo Jone

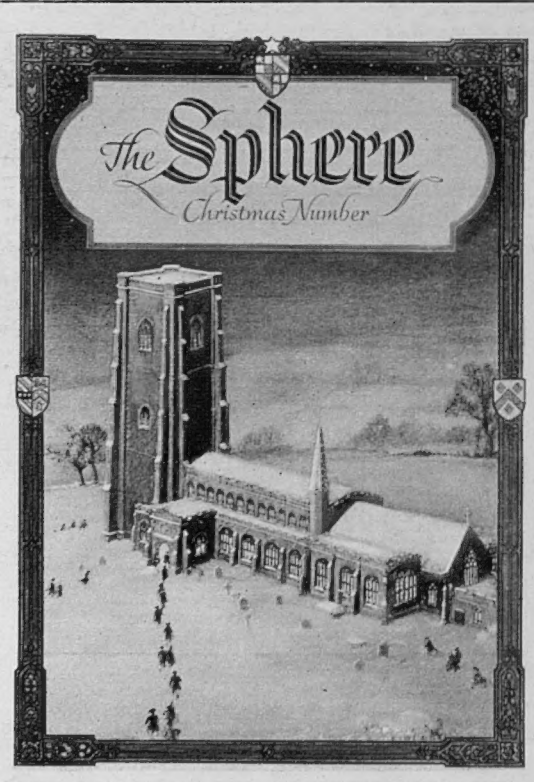
A London Newsletter

195-198, STRAND, W.C.2.

Democratic Landslide.—Great Democratic gains were confidently expected in the U.S. mid-term elections, but by neither party such a landslide as has resulted. For two years more, if he can stick it out, the President must hold office with a two-thirds majority of the other side in each House. Even if the Democrats, who now hold all the leading strings, show mercy and restraint while Mr. Eisenhower remains, his wings must be clipped and his authority greatly diminished; if he should be compelled to resign before his term ends, such restraint might not extend over his stand-in. He and Mr. Dulles and Mr. Nixon must all have suffered a grievous shock, since none of them has reason even now to suppose that their general policy has minority backing in the country, though one or other of them may have expected to receive a jolting hint that he has been in office too long. Certainly, their experience must have warned them that a desire for a change influences most general elections all over the world. Nevertheless, the result must seem a sombre and drastic way in which to discover an admirable Presidential candidate on the Republican ticket for 1960, in Mr. Rockefeller's triumph in the New York Governor election.

Chancellor's Confidence.—A confessed ignoramus on high finance and State economy, I should perhaps keep total silence on the Chancellor's plans to expand production and reduce unemployment and stimulate investment. I cannot, however, withhold the comment that the Chancellor, in deflating Mr. Wilson, painted, in my view, a too rosy picture of our economic well-being to-day. With record investment, personal consumption and savings, a strong pound, strengthened reserves, more stability in internal prices than for years past, the economy has been fortified at almost every point and he could turn with confidence to the future. Yet even the relaxation of hire-purchase control has a very temporary stimulation and soon tapers off; and quite apart from the traffic problem, the stimulation of car-buying on the home market may well diminish the far more important export trade. With these three vital objectives, the increases in employment, production and investment, pessimism in a Chancellor would be deplorable, but caution cannot be thrown to the winds. For the thing that sticks in my memory is the realisation how often in the past our economy has been *suddenly* endangered by events which Chancellors *cannot* foresee, political flare-ups from abroad, sudden reversals of hopeful trends in other countries, new competitors snatching our old markets, serious strikes and wage awards, new inventions suddenly museumising our staple products. These halts and jabs to an economy have not been clearly foreseen and guarded against in the past. On the contrary, they have come out of the blue and required emergency treatment of the utmost rigour. So, if I smell inflation in some of these encouragements to you and me to commit ourselves to buy whatever we fancy, there is logic and historical precedents from America as well as England for my doubts, and the Chancellor himself has admitted that inflation remains our most fearful enemy. He may be right in thinking the country enjoys a "lucky Government," but I think this one will need more than "a little bit of luck" if Mr. Amory's rosy picture has lost none of its colour by the spring of next year.

Crime and Punishment.—The debate on crime in the House last week certainly revealed no complacency in the Home Secretary or any of the speakers. The admitted figures are frightful. There is to-day half as much crime again as before 1939. The share in this increase attributable to juveniles is the most evil omen for the future. The Home Secretary made it clear that he intended to improve the working of the penal laws as they stand, not to change them back. He laid the blame for the general decline of morality on parents, schoolteachers and the churches, and to a clear and deep-seated disorder in our society, evidenced, no doubt, in the triumphs of violence and villainy exploited commercially on films and TV. He totally whitewashed the prison system and set out to show that humaner and individual treatment o prisoners had already largely reduced the number of thos who return to crime soon after release. There was a general admission that the provisions of the 1948 settle ment had not been adequately implemented and tha more remand centres are urgently needed. The still, small voice that recalled the defeat of the garrotters by the imposition of flogging had little support. We must await the new proposals, but may be sure that neither the birch nor the cat will return. If parents care to use the birch again, well and very good. No one else can or will. Crime will never be reduced by the Law alone, though penalties are stiffened and the police doubled. Most of the work of reform must fall on parents, teachers and the churches, and the churches must act first on the parents and teachers. Perhaps the garrotters were re-formed not by fear but by reaction or home influences. If so, it may not take years and years for some improvement in youthful morality to be seen. Meanwhile, we observe a striking difference in Government policy in regard to crimes of violence at home and in, say, Cyprus. In Cyprus, "the only terrorist we like to see is a dead one." In Britain the very bloodiest are souls to be saved alive, patiently and sympathetically.



THE COVER OF THE CHRISTMAS NUMBER OF "THE SPHERE"

There is still time to order copies for your friends at home and overseas. THE SPHERE Christmas Number was published in the U.K. on November 14, and may be ordered now from your news-agent, price 4s., postage 6d. extra, or direct (with remittance) from the Publishers, Ingram House, 195-198, Strand, London, W.C.2, who will send an attractive greeting card giving your name as the donor.

Clause 88.—Clause 88 of the relevant Act 1949 imposed restrictions on the use of cars for voting purposes at elections. This clause the Government proposes to cancel. The argument is that the clause was always anomalous and proved a nuisance to both sides. Certainly it gave the Socialists, in defeat, an excuse that "money" played a part in the result. I doubt if since 1948 the car-owning classes of electors of either main political parties differed greatly in numbers. Soon, we are told, there will be a car to every two families. No doubt, the bigger and more expensive the car, the more it will hold. Conservative papers and individuals differ on the wisdom of deleting Clause 88 at this moment. Those who think it unwise are opposed to giving any new handle to cries of class prejudice, to charges of pre-election tactics. The clause may have proved a nuisance, but, on the whole, I think it were better left undisturbed until after the next General Election, when the winning side could remove it, with more claim to perfect impartiality, on the ground that it had failed of its egalitarian purpose.

The Kitchener Myth.—Lord Kitchener in his lifetime was an idol of the public in the last hectic days of "imperialism." It is true that, like Sir Garnet, his reputation was built on his undoubted successes in "thrashing cannibals" cheaply, but that reputation carried him safely through the Boer War's errors of judgment, and on into the First World War, in the course of which his untimely death probably saved him from a distressing ungumming and debunking. To his credit, he foresaw that the First World War would last for years, and he set out to prepare for a long war, but he had not the administrative experience for grand-scale planning.

AN OPENING MEET: Riders and hounds assemble near Twyford, in Berkshire, for the opening meet of the season of the Garth Hunt. In the background is Haines Hill, the residence of Mr. Alan Godsal. He is the great-great-nephew of Mr. Garth, after whom the Hunt is named. The Garth country, which lies in Berkshire, Hampshire and Surrey, covers some twenty miles by twenty, and is bank and hedge and ditch, mainly over grass, plough and woodland. The origins of the Hunt date from about 1790.

and his contempt for his colleagues, political and military, made him a drag on the war effort. But when he died, his great reputation survived in the public mind. His failings were only whispered by a few. For, if he was a man not widely loved, he was a man no one could forget or, remembering, fail to admire. Forty years after his death (about the proper interval necessary for truth in biography to emerge and for legends and prejudice to disperse), we get a more balanced picture with all the warts painted clearly in, perhaps too clearly. He was inordinately ambitious-to-ruthlessness, for there was a streak of cruelty in his nature. He was acquisitive to a degree, socially and in the collection of works of art, money and fame. To secure these ends he employed to the full his extraordinarily compelling personality and his undoubted arts of intrigue and showmanship, outwardly always the strong, silent man. Now we learn, from new sources sifted by Sir Philip Magnus, of this idol's feet of clay. He was neither a great general nor administrator nor pro-consul, and he had a number of not commendable traits. Forty years on, it is probable, we shall secure more balanced portraits of many of our famous worthies, still living or only recently dead. It takes about half a century to enveigle the truth up from the muddy well bottom, and even then some mud may stick.

Odd or Even?—Chinese diplomacy has often been called obscure and tortuous, and Pekin's announcement that the Communists would shell Quemoy and the offshore islands only on "odd" days, so that the inhabitants and garrison could replenish their larders on "even" days in security, sounded delightfully humane and sympathetic. But when the guns opened out on the first available "even" (or shopping) day, there were those who said: "How like a Chinaman!" Perhaps Mr. Dulles took it as a confirmation that Pekin was not yet fit for the sober and sincere deliberations of those United Nations. But the Pekin authorities argued that the shelling was "only a little one" and carefully directed to avoid inconvenience.

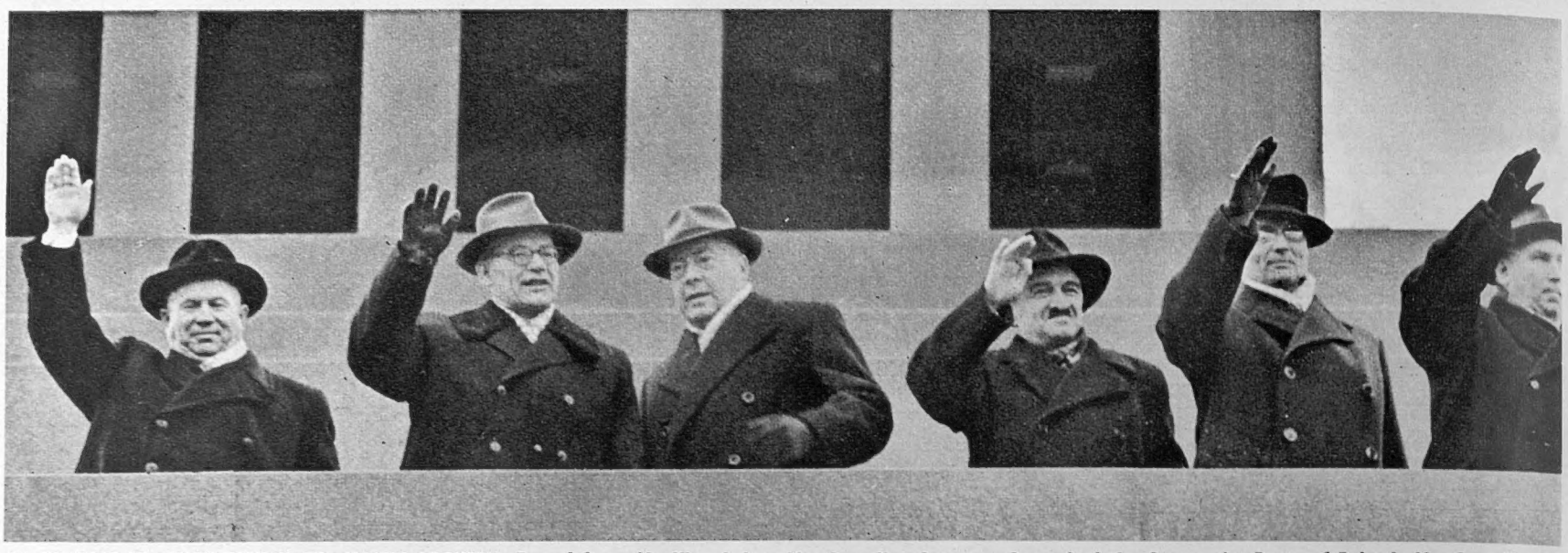
Protecting Red Deer.—The Government has at last responded to the clamorous public voice demanding an end to the cruelty of indiscriminate killing and wounding by poachers of red deer, whose carcasses fetch £7 each in Glasgow and other cities. The Bill is certainly strong enough as a deterrent, if the magistrates and fiscals use their powers which rise up to £500 and imprisonment for gross offences, but the proposed (and adequate) close seasons for deer and hinds are not to be enforced for four years yet. The Bill applies only to red deer and to Scotland. The roe and the small deer of England are still at the mercy of farmers and so-called "organised" farmers' shoots, although the Forestry Commission has promised to stick to expert and humane control. I hope all who deplore the present destruction of wild life in England will read Garth Christian's *A Place for Animals*. Modern farming methods, the enormous activities of the Forestry Commission and of private timber merchants, and the still ridiculous penalties for poaching are rapidly denuding the countryside of interest and of wild life. The copses and thickets and woods are being eliminated by broad fire-ribbons and by total felling, the hedges and hedge-row trees are being fast eliminated, and chemical sprays take their deadly toll of bird life. It is clear enough that myxomatosis is still being imported to exterminate cruelly what remains of the rabbit population, and from every point of view the need for nature reserves and sanctuaries in suitable places is urgent, if England is not to be rapidly reduced to the status of Clapham Common. It is absurd to suppose that a good farmer cannot cope with his natural pests to-day, and more humanely than in the past centuries. As for poaching in England, I observe that, in shooting counties at least, magistrates, who can make no impression at all with maximum present-day fines, are trying to step-up penalties by imposing maximum fines for shooting without licences and allied offences. That is something, but it is not enough. There should be deterrent fines for poaching and a close season for all deer, and more nature reserves. Only public clamour can bring adequate measures in time.

Te Quitter, C'est Mourir.—I made heavy going of Pasternak's *Dr. Zhivago*. It is always with me difficult to follow the doings and characteristics of an immense Russian cast who often appear under alternative names. But I read the book carefully, and altogether missed the reason why it so furiously raised the hackles of Russian youth and intellectuals and all devoted admirers of the Revolution and regime. In the history of every country, the progress towards social justice has usually admitted excesses and errors, and it is difficult to believe that Mr. Khrushchev himself, if we are to judge by his actions, considers that there has been nothing deserving criticism since the Czar and his family were first imprisoned, though he may well have judged that nothing should be criticised. Of the long era of Czardom, no doubt, criticism of a bitter kind is open to every Russian writer. Pasternak is an old man, nearly seventy, with a high reputation as a poet and as an admirer of Western literature. Since the publication of *Dr. Zhivago*, he has become an outlaw and was given to believe that he could go into voluntary banishment to collect his Nobel Prize—and stay out. He cancelled his acceptance and has pleaded with Mr. Khrushchev to let him remain in Russia and work his passage back to good citizenship. To live anywhere but in Russia would be for him a living death. These things suggest to me that, if he sincerely feels that way, his fault is greatly mitigated. It is not a fault of the heart, but a fault of expression. He seems to admit that he has merely written a muddled, foolish book. His case also suggests to me a curious parallel with the full confessions and admissions of brain-washed political prisoners, who positively gloat over enlarging on their guilt. Having read his book, I am prepared to accept some parts of his own verdict on his crimes, with a strong recommendation to mercy. I would have done the same for Dickens, if British public opinion had outlawed him.

THE LATE MAJOR H. DAVENPORT PRICE, M.C., J.P.: Chairman of Illustrated Newspapers Ltd., proprietors of "The Sphere," he died suddenly on Saturday last (November 8) at Abbots Morton Manor, Worcester. He was aged sixty-eight. Major Davenport Price was a director of many other companies. During the First World War he served with the Staffordshire Yeomanry. He had been J.P. for Worcestershire since 1944.

A Young TV Fan.—I little thought six months ago that I might become an occasional TV addict—or a fan of professional soccer or boxing. Except for cricket Test-matches, TV has been a medium I have resisted, and since I detest crowds and queueing, I never in my life have visited a boxing ring or seen a League soccer match. What converted me to the recreational value of TV was a presentation of *Così fan tutte* at Salzburg last summer, and a chance viewing of an international soccer match. And now, behold me in old age, an armchair fan for at least two hours a week, revelling in the exchange of upper cuts and punches at the ring side or of passes on football grounds. Is boxing brutalising? The friendliness of the competitors and the good-natured faces of the old champions seen in close-ups contradict that view. It does us no harm to see shrewd blows struck in fair play above the belt and to observe that young men can still take punishment with courage and without loss of temper or poise. I find it a healthy and encouraging antidote to the eternal tale of criminal assaults and shots in the back. But I wonder if TV is good for the eyesight. If I can watch certain features through rose-coloured spectacles occasionally, I regret that for an hour afterwards I see everything in brown or yellow squares.

THE OLD STAGER

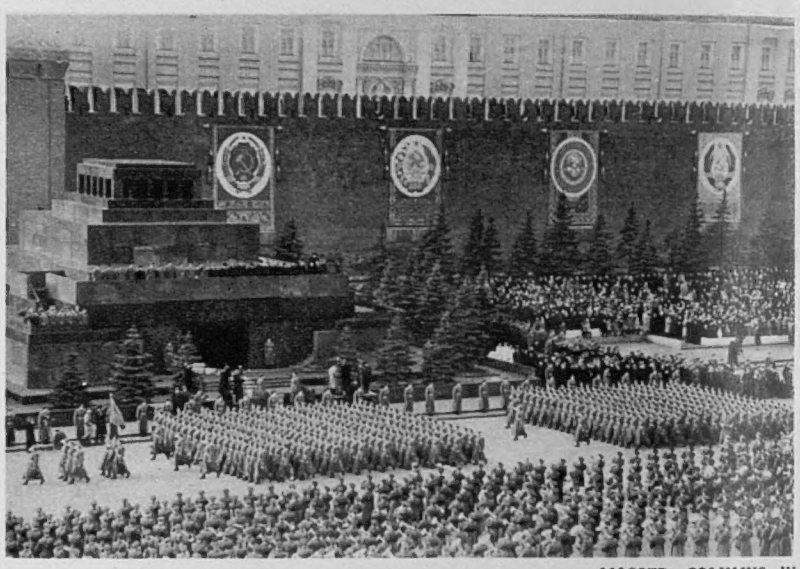


ON THE ROOF OF LENIN'S TOMB IN THE CAPITAL OF RUSSIA: From left are Mr. Khrushchev; Mr. Gomulka, Secretary-General of the Communist Party of Poland; Mr. Cyrankiewiez, the Polish Prime Minister; Mr. Mikoyan, Deputy Premier of the Soviet Union, and Mr. Suslov, a member of the Presidium of the Central Committee of the Russian Communist Party. They are waving as the annual parade to mark the Revolution in 1918 passes through Red Square. The military section was one of the shortest in recent years.

ANNIVERSARY IN MOSCOW

The Parade in Red Square on October Revolution Day

Peace was overtly the theme of this year's October Revolution parade through the Red Square in Moscow. Military units made an unusually brief appearance in the procession, in which the main theme was economic and technical progress in the past year. In various speeches such as those by Mr. Mikoyan at the anniversary meeting, by Marshal Malinovsky at the parade itself and by Mr. Khrushchev at the diplomatic reception afterwards, the accent was again on the Soviet Union's devotion to peace. However, the speakers also allowed themselves time for castigating the "imperialist" and "warlike" West, and proclaimed Soviet socialism to be "invincible." No mention was made of the two nuclear-bomb tests carried out in South Russia just before the anniversary. Mr. Khrushchev's current campaign against alcohol was reflected at the diplomatic reception in the Kremlin. For the first time in the history of these occasions no vodka was served. Guests were offered red or white wine, or mineral water.



MASSED COLUMNS IN RED SQUARE: Troops follow their Colours below Lenin's mausoleum, on the roof of which are Soviet leaders and some prominent Communist guests. In his speech to the parade, Marshal Malinovsky, the Russian Defence Minister, declared that the Soviet Union was "invincible."

On left—

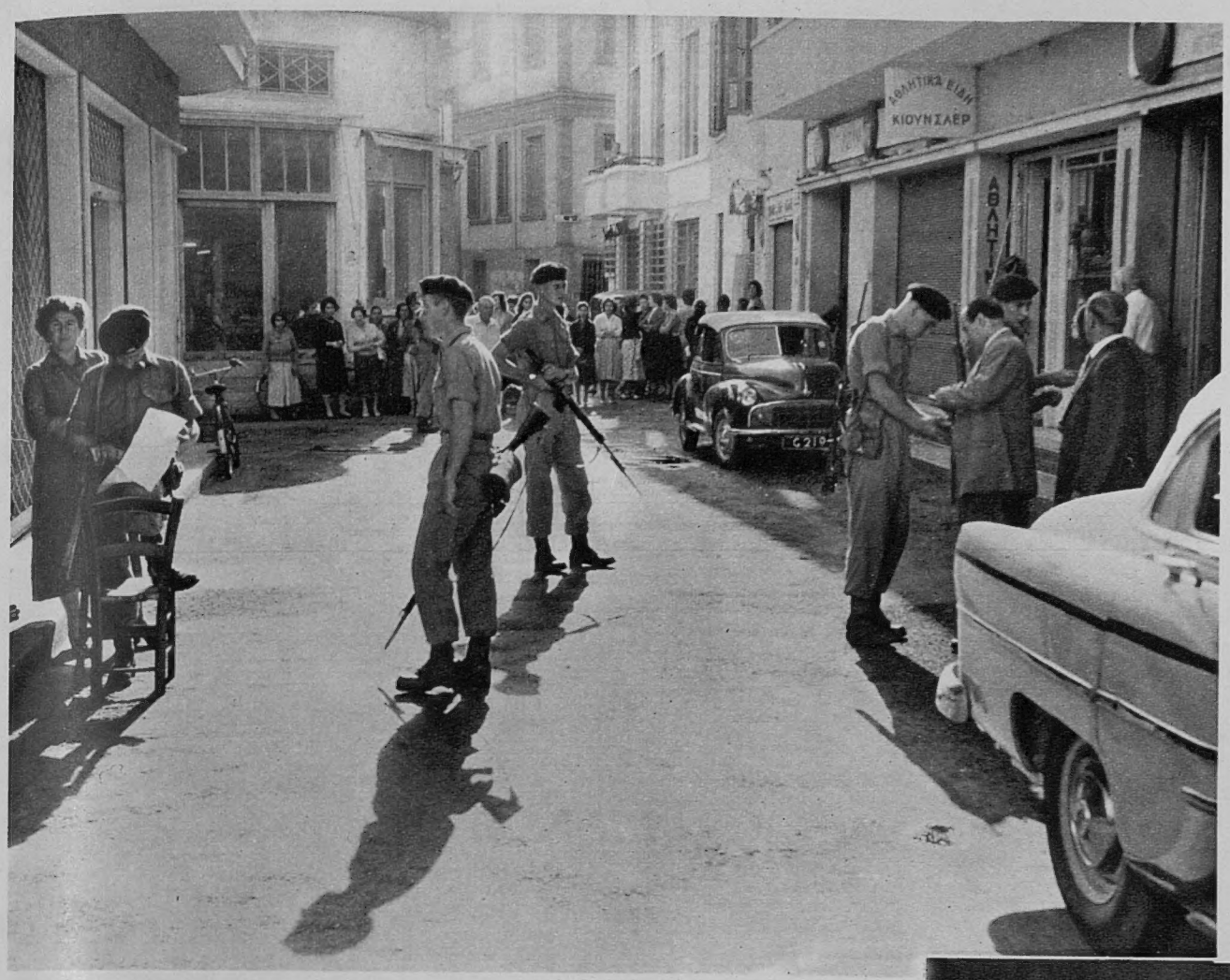
HEAVY ARTILLERY OF THE RED ARMY: Big guns are drawn in the procession. A feature of the parade was the absence of a fly-past by the Air Force.

TANKS AND INFANTRY: Tanks pour into Red Square followed by troop-carriers. *On right*—Foot soldiers give the "eyes right." The military parade took no more than eight minutes to pass the saluting dais. There was no new equipment on view among tanks and guns.

TERROR IN CYPRUS

An Unprecedented Wave of Violence Against British Civilians

Last Sunday in one of Nicosia's main barracks some 400 British civilians met the district security committee. It was an event that was unique in the history of Cyprus. Following the cold-blooded wave of violence by terrorists against civilians, during which two bank officials were shot in the back, the atmosphere on the island became intense and grim. It was announced that British civilians could carry guns if they wished to do so. Sir Hugh Foot, the Governor, and his senior security advisers conferred over last week-end on new measures against the EOKA killer gangs. It was believed that the campaign against civilians would intensify as the military forces gained the upper hand over guerrilla squads carrying out ambushes against military patrols. Last week there were only thirteen ambushes compared to the forty-five a week, a month previously. In London, Conservative back-benchers in the House of Commons demanded sterner measures and asked for a military governor to take the place of Sir Hugh Foot. Questions tabled in the House reflected the rising mood of anger of some of the back-benchers, and showed that some were by no means satisfied that the security forces were being allowed to deal with the situation in a satisfactory manner.

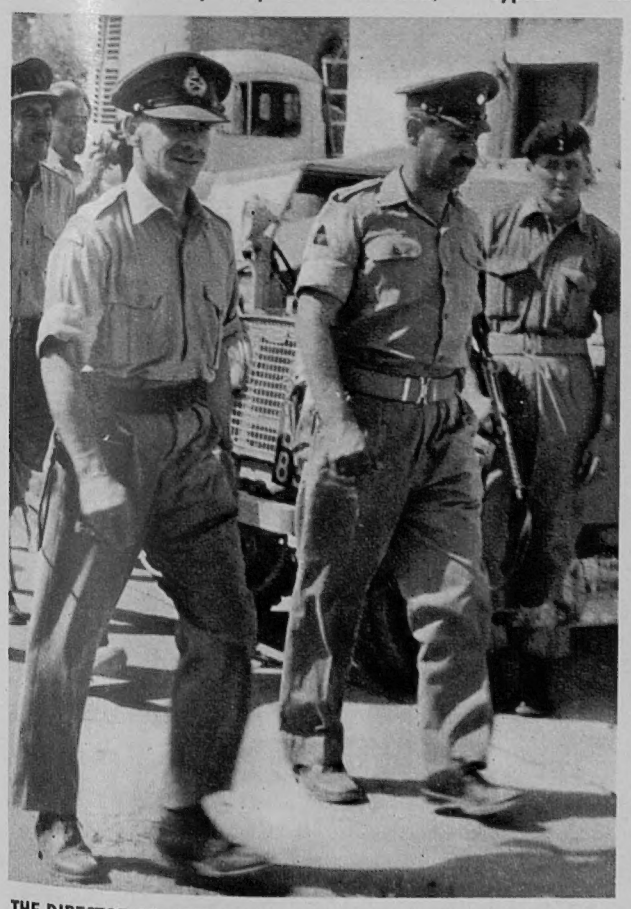


A SNAP SEARCH IN NICOSIA: Ledra Street, known as " murder mile," is cordoned off and troops carry out an on-the-spot search after several bombs were thrown at military vehicles. Last week the EOKA campaign of murder and violence against civilians reached a height unprecedented during three and a half years. Two bank officials were shot in the back in two days. The grim feeling in the island was emphasised by Sir Hugh Foot, the Governor of Cyprus, in a broadcast in which he warned British residents that they were in the front line. Major-General Darling, the Director of Operations, said all British civilians could have guns if they wanted.

A NEW MILITARY HOSPITAL: Lady Bower, who is the wife of Lieut.-General Sir Roger Bower, opens the new British Military Hospital at Dhekelia, in Cyprus.

On right—

ALLOWED TO VISIT HIS DYING MOTHER: Gregoris Gregoriades (right) is handcuffed to a guard as he is taken from a detention camp to the bedside of his mother in Nicosia General Hospital.



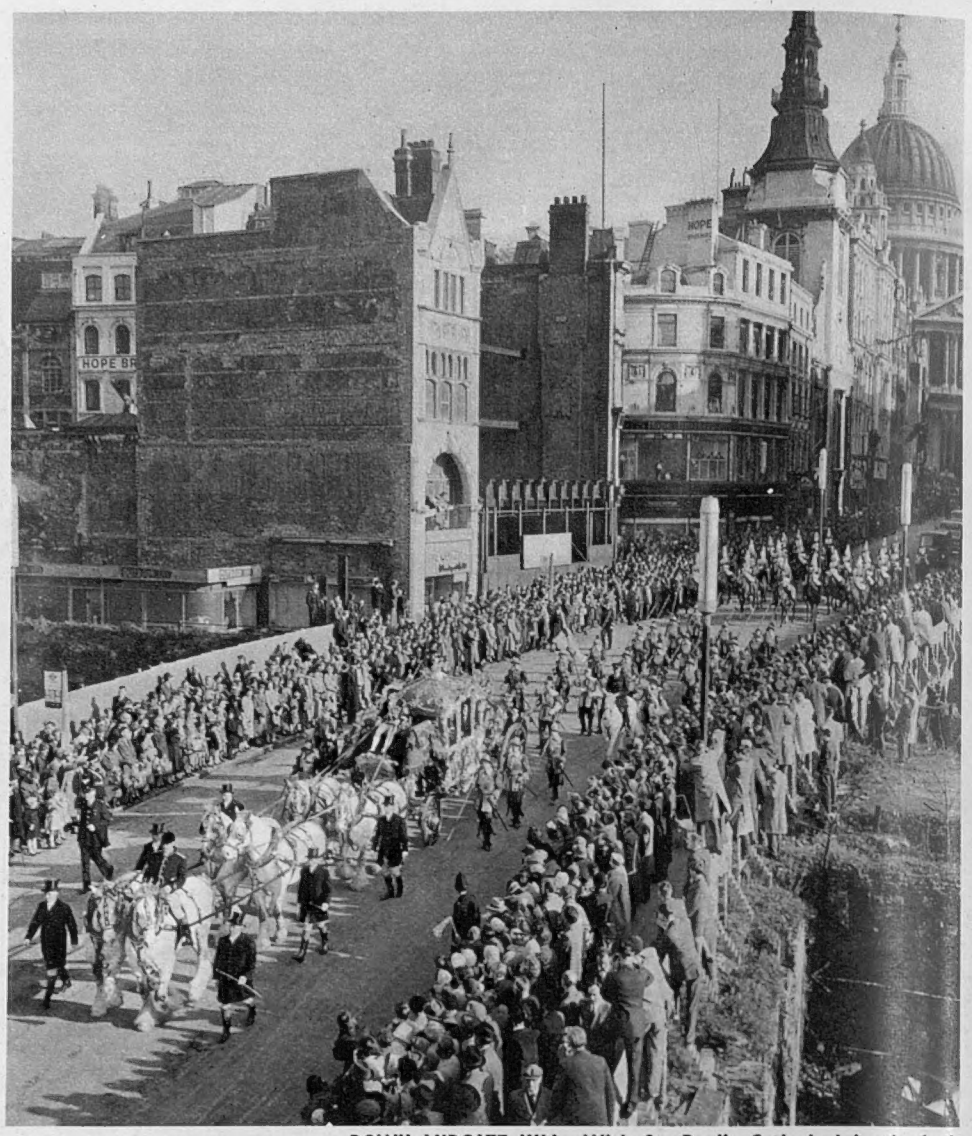
THE DIRECTOR OF OPERATIONS: Major-General Darling (left) walks with his predecessor, Major-General Kendrew. He took over in October and initiated an intensive campaign.

ON WATCH IN CYPRUS: Armed British soldiers stand on a rooftop overlooking Ledra Street, in Nicosia, on the watch for terrorists. In spite of increased security precautions, terrorists succeeded in smuggling a bomb into the R.A.F. station at Nicosia. Two airmen were killed, two badly wounded, and five less seriously hurt.

LORD MAYOR'S SHOW

The Territorial Army was the Theme for This Year's Procession Through the City of London

LEAVING MANSION HOUSE: Sir Harold Gillett, the new Lord Mayor, waves from his coach as he sets out from Mansion House in the traditional procession through the City to the Law Courts in the Strand, just outside Temple Bar, for the ceremony of taking the oath. The theme of this year's Lord Mayor's Show was the Territorial Army. A more apposite choice would have been difficult to find, for this year is the Golden Jubilee of the T.A.—the fiftieth anniversary of its foundation. Sir Harold himself was commissioned into it in 1911 and served in the First World War, in which he won the M.C. in Flanders.



DOWN LUDGATE HILL: With St. Paul's Cathedral in the background, the ornate coach carrying the Lord Mayor is escorted by the traditional Pikemen. This year was the last occasion on which the Show was held on a day other than a Saturday.

On right—

MILITARY NURSES IN THEIR COSTUME OF FIFTY YEARS AGO: The riders in the Lord Mayor's Show are dressed as members of the First Aid Nursing Yeomanry. This unit was formed to be "a body of horse-women who would ride on to the battlefield and bring back the wounded."

"SOMEWHERE IN FRANCE": Such is the title of the float carrying Territorials in uniforms and conditions of the First World War. The signposts point to Verdun, Ypres and "Blighty."

A VETERAN OF FLANDERS: "Old Bill" was one of the buses which served on the Western Front during the 1914-1918 War. On the balcony in front of Mansion House is Sir Harold Gillett, the new Lord Mayor, taking the salute of the Territorial parade.

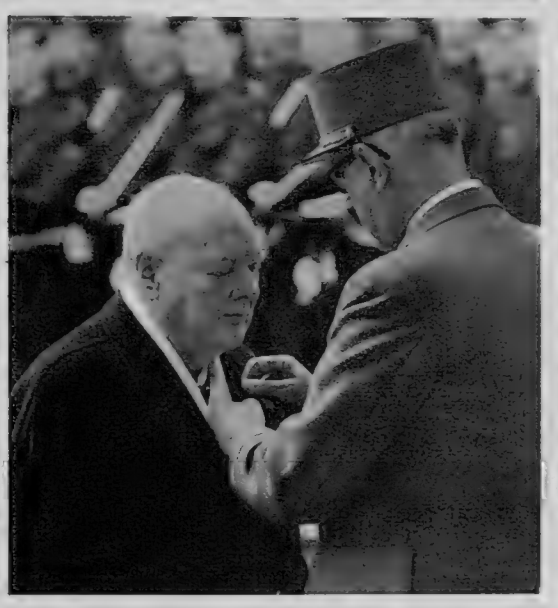
DEFENDERS OF LONDON: A lorry mounting a searchlight and radar and bearing the inscription "Retaliation, 1939-1945," pulls an A.A. gun of the type which was used in the defence of London against the onslaught from the air by the German Luftwaffe.

THE NEWS IN PICTURES

SIR WINSTON IS DECORATED BY GENERAL DE GAULLE: Accompanied by the French Premier and wearing the Cross of the Liberation, Sir Winston Churchill passes a line of French military personalities after he had been decorated in a simple ceremony in the garden of the Hotel Matignon, in Paris. In the presence of many distinguished guests, including Lady Churchill, Madame de Gaulle, and Sir Gladwyn and Lady Jebb, both Sir Winston and General de Gaulle expressed their admiration for each other and affirmed their confidence in Anglo-French unity.

On right—

THEIR FIRST MEETING SINCE 1945: General de Gaulle pins the decoration—a Cross of Lorraine with green and black ribbon—on Sir Winston's lapel. The citation included the words: "Trusted in France when it was most difficult, lending her the moral and military aid of Britain, her ally. . . . Will remain in history illustrious, of the highest."



NEW HEADQUARTERS FOR UNESCO: On his arrival at the Place de Fontenoy, in Paris, President Coty stands to attention before the flag of the Republican Guard. The new building was opened in his presence last week. The national flags of the eighty-one member States of UNESCO were hoisted by students.

THE NEW PRESIDENT OF CHILE: In Santiago the Sash of Office is placed round the neck of Señor Jorge Alessandri Rodriguez during the ceremonies in which he was inaugurated as President. The new Head of State is aged sixty-two and a Conservative. He succeeds General del Campo in a six-year term of office.

CHINESE NATIONALIST SHIPS ON PATROL: On the deck in the foreground a gun is manned by its crew and ready for action as the squadron steams in the Straits of Formosa. The recent Chinese Communist announcement that their guns would shell the island of Quemoy on "odd" dates only, so as to allow the inhabitants of the island to obtain provisions, contained the proviso that supplies must not be taken in under American escort. The main strength of the Nationalist navy is in destroyers and frigates.

IMPROVING THE DEFENCES OF QUEMOY: Chinese Nationalist soldiers dig trenches on the offshore island as defence against bombardment from the Chinese Communist guns on the nearby mainland. Up to the beginning of this week, the Communists appeared to be observing—with occasional lapses—their truce on "even" dates. Little progress was reported in the diplomatic efforts to find a solution between Peking and Formosa. This may have been due to American concentration on their elections.

THE NEWS IN PICTURES

On right—

A ROYAL VISIT TO THE TEMPLE CHURCH: The Queen, accompanied by Sir Patrick Spens, Treasurer of Inner Temple, and followed by the Duke of Edinburgh, walks to Inner Temple Hall for lunch, after attending the rededication of the round portion of the Temple Church. The round portion is the last section of the Temple Church to be restored after wartime damage; the other part of the building (the "square" church) had been rededicated in 1954. Queen Elizabeth the Queen Mother also attended the service and later opened the new Middle Temple Library. The round church was built by the Knights Templars in 1185 as an expression of thankfulness for their safe return from the Crusades.

Below—

THE QUEEN ARRIVES FOR THE SERVICE: She is welcomed at the Temple Church by the Archbishop of Canterbury, Dr. Fisher. The Temple Church, which is situated between Fleet Street and the Thames Embankment, belongs to both Inns of Court.

On left—

THE ARCHBISHOP OF MILAN: Holding his crozier in his hand, Mgr. Montini is seen during the ceremony of consecration of a new church in a suburb of Milan. The new church is largely made of glass. During the tense period of waiting before the election of Pope John XXIII, Mgr. Montini was mentioned as a possibility for the Papacy. He was a Pro-Secretary of State after Pius XII decided not to appoint a Cardinal Secretary of State, following the death of Cardinal Maglione in 1944. He was, however, not given his Cardinal's Hat, despite his appointment to Milan. This is the largest and richest see in Italy. He was born in the North of Italy and has a reputation for liberal views.

A CONTEMPORARY DESIGN FOR A NEW ROMAN CATHOLIC CHURCH IN CHELSEA: The Roman Catholic Church of the Perpetual Adoration, in Beaufort Street, was constructed in less than twelve months at a cost of about £50,000. It has been built to the modern perpendicular designs of Professor Corfiato, of London University. One of the most outstanding features is a 10-ft.-high aluminium crucifix hung above the entrance. The church, dedicated by Bishop Cashman, Auxiliary Bishop of Westminster, stands on the site of a house occupied by St. Thomas More.

AN IMPRESSIVE MEMORIAL FOR A COUNTRY OF PEACE: Scaffolding is erected round a giant statue of Christ, 91 ft. tall, on pillars 266 ft. high, which is nearing completion on the hills south of the River Tagus, overlooking the approaches to Lisbon harbour. It is being erected in thanksgiving for Portugal not having been involved in the Second World War. A chapel is being built into the base of the memorial, due to be completed next year.

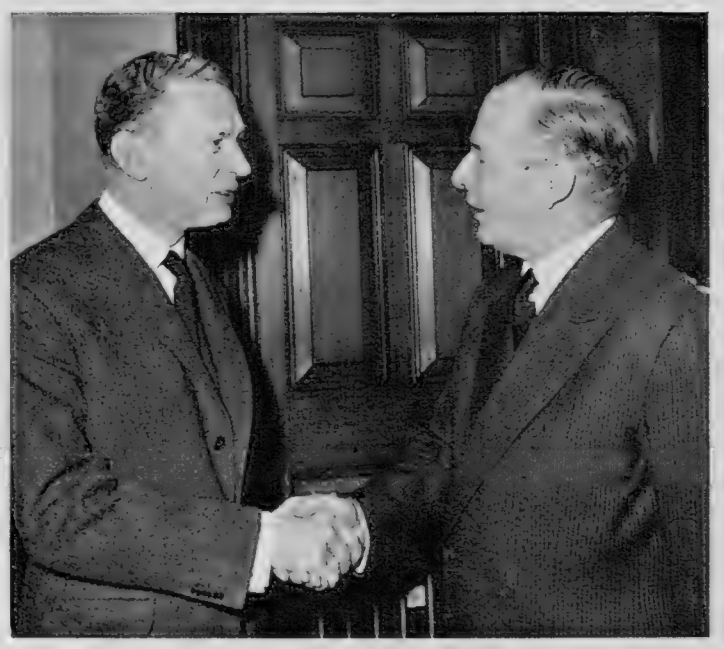
THE NEWS IN PICTURES

BRITISH SOLDIERS FREED FROM CAPTIVITY IN SAUDI ARABIA: On arrival in Cyprus are, from the left: Lance-Corporal Gould, of Corfe Mullen, Dorset; Private Brian Jones, of Warrington; Private George Kerr, of Hill of Beath, Crossgates, Fife, and Private Brian Wedgebury, of Worcester. The four paratroopers, who were stationed with the British Forces in Jordan, strayed over the frontier of Saudi Arabia on the night of September 29-30. They were held by the Saudi Arabians for a month before they were released and handed over to Jordanian Army representatives, who took them to Aqaba, the Jordanian port on the Red Sea. According to the British Embassy in Amman, the men were in good health and had no complaints about their treatment. From Aqaba they sailed to Cyprus.

THE WITHDRAWAL OF COMMUNIST TROOPS FROM NORTH KOREA: At Pyongyang, the capital of North Korea, the station platform is packed with people, festooned with streamers, watching a train-load of Communist Chinese troops leave during the third phase of the withdrawal. Reports said some 70,000 "volunteer" troops who had been sent to the peninsula eight years ago during the Korean war, began leaving last month, including three divisions and the logistical services units of the Chinese forces. It was stated to be the final phase of the withdrawal.

On right:

ANGLO-FRENCH TALKS IN LONDON: Mr. Selwyn Lloyd greets Mr. Couve de Murville, the French Foreign Minister, at the Foreign Office in Whitehall. The latter had arrived for a day of discussion on a number of subjects. The presence of Mr. Maudling at some of the conversations indicated that Anglo-French conferences over European Free Trade had an important place on the agenda. It was understood that little progress was made towards a solution of the present disagreement on the problem.



MR. RAPACKI AMENDS HIS PLAN: The Polish Foreign Minister (right) gestures during a meeting with Hr. Gerhardsen, the Norwegian Premier, in Oslo. Mr. Rapacki was on an official visit to Norway. It was reported that he discussed with the Norwegian Government the revised Polish plan for a zone in Central Europe free of nuclear arms, which he announced on his return to Warsaw. The amended proposal suggests that the disarmament of the zone would be carried out in two phases.

THE DUKE OF GLOUCESTER AT THE GREEN JACKETS' DEPOT: On the depot square at Winchester, the Duke, who is the Colonel-in-Chief of the Rifle Brigade, inspects the parade. He saw a new type of arms drill, used by the newly-formed Brigade. The three regiments which form it, The Oxfordshire and Buckinghamshire Light Infantry, The King's Royal Rifle Corps, and the Rifle Brigade, each had their own distinctive drills. The linking of the three for training purposes necessitated amendments. In his speech the Duke said that he could understand that members might regret the changes, but the Green Jackets Brigade had loyally led the way in carrying out the orders of the Army Council. The introduction of this name did not mean each regiment would lose its individuality.

THE QUEEN'S COLOUR OF THE R.N. EAST INDIES STATION IS LAID UP: In a special service, Vice-Admiral Sir Hilary Biggs, the last C.-in-C. of the East Indies Station, hands over the Colour to the Vicar at St. Martin-in-the-Fields, London, for safe keeping. The flag of Admiral Biggs was hauled down on September 7 and the command, embracing northern and central parts of the Indian Ocean and the bases at Trincomalee, Bahrein and Aden then ceased to exist.

THE NEWS IN PICTURES

THE NEW PRESIDENT OF PAKISTAN: General Ayub Khan (on right) listens in the Presidential residence in Karachi to Manzoor Qadir renewing his oath of office as Minister of Foreign Affairs and Commonwealth Relations in the Pakistani Cabinet. At the end of last month, General Mirza, then President, suddenly resigned office and was succeeded by General Ayub Khan, the Chief Martial Law Administrator, who had just been appointed Prime Minister. Under the new President the office of Prime Minister was placed temporarily in abeyance. President Khan continues to be the Chief Martial Law Administrator. Up to the end of last week the other ministers in the Pakistani Cabinet remained unchanged. One of the first actions of the President has been to announce a new price control policy for a wide range of goods.

GENERAL MIRZA IN BRITAIN: The former President of Pakistan arrives with his wife, Begum Nahid Iskander Mirza, at London Airport. He declined to meet the Press.

On right—

MR. DIEFENBAKER IN PARIS: The Canadian Prime Minister talks with General de Gaulle in the Hotel Matignon. It was the first time they had ever met. A statement issued after their conversations referred to the "spirit of ancient and profound friendship and alliance" uniting France and Canada and of their fidelity to a common ideal of peace and freedom. Mr. Diefenbaker was making a short stop in France during his world tour.

CELEBRATION IN LONDON OF AN ISRAELI ANNIVERSARY: Mr. Macmillan shakes hands with Mr. Eliahu Elath, the Israeli Ambassador, before a dinner to mark the tenth anniversary of the establishment of the State of Israel. Behind them are Mrs. Barnett Janner (left), wife of the Labour M.P. for North-West Leicester, and Mrs. Elath. In a speech, the Premier spoke of Israel's "energy and sheer achievement."

CONFERENCE ON NUCLEAR DISARMAMENT: Before the start of the three-power talks on the discontinuance of nuclear tests at Geneva, the heads of the three national delegations meet. From the left they are: Mr. James Wadsworth (United States); Mr. Semyon Tsarapkin (Soviet Union), and Mr. David Ormsby-Gore, Minister of State at the Foreign Office (Britain). *On left*—The conference begins its first session. Mr. Tsarapkin is presiding at the head table. With him are other members of the Russian delegation. At the right-hand table are the British delegates. Sir Paul Mason is at the far end and next to him is Mr. Ormsby-Gore. The Americans at the left-hand table are, from the far end: Mr. Charles C. Stelle; General Fox; Mr. Wadsworth and Dr. Robert F. Bacher. Almost at once the conference ran into difficulties. The Russians had arrived with a draft treaty for the immediate ending of nuclear tests "for all time." The British and Americans held that consideration of machinery for making such an ambitious scheme enforceable and effective should have priority on the agenda. At the end of a week delegates seemed to have reached a deadlock on procedure, a situation in conferences between East and West which has become dismally familiar in recent years.

World Affairs

THE UNIFICATION OF WESTERN EUROPE

By JOHN CONNELL

IT is questionable, I think, whether many people in Britain, even among the minority who consider themselves well-informed on public affairs, are aware of the extent to which the old, rigid national barriers in Western Europe have been broken down in recent years. A European New Order is indeed emerging, though, mercifully, it differs radically from that slave-empire which the Nazis created in their years of military triumph. It is happening not by a process of political unification, but by a long and complicated series of practical agreements, negotiated at different times and for different specific purposes, the common factors in which are the needs of mutual aid and mutual defence. It is this step-by-step evolution which is mainly responsible for the density and the variety of the manifestations of a fundamental impulse.

The impulse has come from within and from without. The devastation, loss and misery of two great wars—the beginning of the second only twenty-one years after the end of the first—brought about in the battered and impoverished peoples of Europe a widespread recognition of the fact that one at least of the causes of their grievous ordeal was a rampant and unregulated nationalism. The establishment and maintenance of national boundaries, and the principle of the overriding importance of national sovereignty as the expression of national will, are themselves the consequences of deeply impressive historical processes. The social, economic, political and religious development of Europe is rooted in, and at all stages bound up with, the concept of nationhood.

The Roman Empire imposed and organised integration, to a remarkable extent: a common coinage and communications system, a common official religion and language, a common law, and (at its zenith) a common defence system covering the whole land mass from the marches of Wales and Hadrian's Wall to the Danube and the edge of the Arabian Desert. With the decline and collapse of this massively unitary civilisation, Europe was fragmented and its peoples relapsed into tribalism; and as civilisation slowly recovered, century by century, the tribes grew into nations. The glories of nationhood are far from negligible—what would Europe be like if France were not France?—but the perils of civilisation's fabric collapsing again and another reversion to savagery and naked tribalism are grimly apparent.

Mutual defence, on a scale as grand as that accepted by the Romans, along a perimeter extending from the North Sea to the Hellespont, is a paramount need. And because European civilisation, in its expansionist and self-confident epoch, reached out and colonised (in the correct sense of that wickedly abused word) the Americas and Australasia, the perimeter, in fact, is a great deal more far-reaching than that maintained by the Romans, and is deeply dented, if not actually broken, by the Asiatic salient.

In the stricken years immediately after the end of World War II the awareness of the urgent necessity of financial and economic mutual self-help preceded—though only by a short head—the bleak realisation that the defence commitments of Western Europe were going to be protracted, extensive and costly. The origin of almost all subsequent movements towards European co-operation are to be found in George Marshall's speech at Harvard on June 6, 1947, and Ernest Bevin's rapid response to it. It is sometimes uncharitably held by the beneficiaries of United States' policies since World War II that John Foster Dulles has, as his country's spokesman on important occasions, a unique talent for combining the morally elevated with the factually obscure and the politically non-committal. The crucial sentences of George Marshall's Harvard speech demonstrate that John Foster Dulles has no monopoly of this kind of sibylline oratory.

"It is evident," said the then Secretary of State, "that before the United States Government can proceed much further in its efforts to alleviate the situation and help start the European world on its way to recovery, there must be some agreement among the countries of Europe as to the requirements of the situation and the part those countries themselves will take in order to give proper effect to whatever action might be undertaken by the Government. It would be neither fitting nor efficacious for this Government to undertake to draw up unilaterally a programme designed to place Europe on its feet economically. This is the business of Europeans. The initiative, I think, must come from Europe. The role of this country should consist of friendly aid in the drafting of a European programme and of later support of such a programme so far as it may be practical for us to do so."

The drive to give practical expression to these cautious and guarded, if exemplary, sentiments came from Ernest Bevin; and Marshall Aid was born. It has in large measure set the pattern for later developments. Their purpose and the extent to which it has been fulfilled can both be comprehended if we study them stage by stage. They have been, in the main, efforts to find functional and practical solutions to specific problems rather than academic exercises in constitution-making. And the perpetual and most important problem has, of course, been Communist pressure. This has given the developments both the stiffening of realism and the edge of urgency.

Marshall Aid brought into being the Organisation for European Economic Co-operation. This was set up by sixteen European nations (Austria, Belgium, Denmark, France, Greece, Iceland, Eire, Italy, Luxembourg, Holland, Norway, Portugal, Sweden, Switzerland, Turkey and Great Britain) in order to co-ordinate the economic activities of the European countries which were in receipt of aid under the European Economic Recovery Programme. Canada and the United States have, from the outset, been associate members of O.E.E.C; there has been a limited amount of participation by Spain and Yugoslavia; and Western Germany came in as a full member three years ago.

THE NINTH SESSION OF THE SPECIAL O.E.E.C. COMMITTEE: At the Château de la Muette, in Paris, Mr. Reginald Maudling (centre), the British Paymaster-General, presides over the session of the Organisation for European Economic Co-operation. Left is Sir John Coulson, adviser to Mr. Maudling, and right Sir Hugh Ellis-Rees, Chairman of the Council. The meeting was held last month. Canada and the U.S. have always been associate members of O.E.E.C.

The economic and the politico-military steps towards European unification have been closely linked both in timing and in strategy. In March 1948 the Brussels Treaty Organisation was created by agreement between Britain, France, Belgium, Holland and Luxembourg. This underwrote a promise by all six signatories to give "all the military and other aid and assistance in their power" if one of them were the target of armed attack in Europe. It had a Consultative Council at Foreign Minister level, a Permanent Commission at ambassadorial level in London (where its headquarters were set up), an official secretariat, and a group of sub-committees to deal with economic, social and cultural matters. When, in May 1955, Italy and Western Germany entered the Organisation, it became the Western European Union. This was the substitute for the abandoned project of E.D.C. (the European Defence Community), which was envisaged as a supranational organisation, with common institutions, common armed forces and a common budget, whose purpose was to assure the security of its member states against aggression, in acceptance of the axiomatic principle that an attack on one was an attack against all.

On the economic side the analogy with E.D.C. has been E.C.S.C. (the European Coal and Steel Community), set up in 1952, with a six-nation membership—Western Germany, France, Italy, Belgium, Holland and Luxembourg—in order to control the production and marketing, under a High Authority and a Consultative Assembly, of coal and steel in those countries.

There has been a strenuous and ingenious attempt—in spite of the failure of E.D.C.—to work out a wider form of federation on the economic side. In June 1955 a meeting at Messina of the Foreign Ministers of the six nations linked in E.C.S.C. agreed, first, that it was their aim to create a European Common Market, and to establish a common organisation charged with the responsibilities and endowed with the facilities for ensuring, in Europe, the peaceful development of atomic energy. Britain agreed to work with the six nations in investigating the possibilities of both the Common Market and the Euratom project, but without finally committing herself.

The long, largely technical planning and preparatory phase in the development of these projects has reached its climax in recent weeks. But the international political atmosphere is not that of three years ago. The awareness of the need for unity is less pressing, the consciousness of the difficulties, the hardship and the loss which the period of transition may impose has sharpened, and there is a revival of the delicate, deep-rooted sense of national sovereignty. For, in essence, all these matters turn on the general acceptance of the principle of the limitation, if not the surrender, of national sovereignty. Nations, acutely sensitive to popular recognition of recovered freedom and greatness, ask each other explicitly to diminish, if not totally to abandon, that which has made them great and free. The right of a dissident minority to contract out is jealously preserved on behalf of individuals in any organised society; by the process of identification of individuals with nations, is it not logical for that right to be vested in nations as and when they organise themselves into supranational communities?

This is the crucial test for the whole idea of unification in Western Europe. It is no less the test of the wider mutual aid communities which have been set up in recent years—notably and primarily NATO. Lord Montgomery's criticisms of NATO, uttered by one who only a few weeks earlier had ended a lengthy tour of duty as Deputy Supreme Allied Commander in Europe, had a disagreeable flavour of tactlessness and irresponsibility about them; but they served to draw attention, in a characteristically sensational and highly publicised manner, to the stresses and strains to which NATO is subject, and its inherent weaknesses.

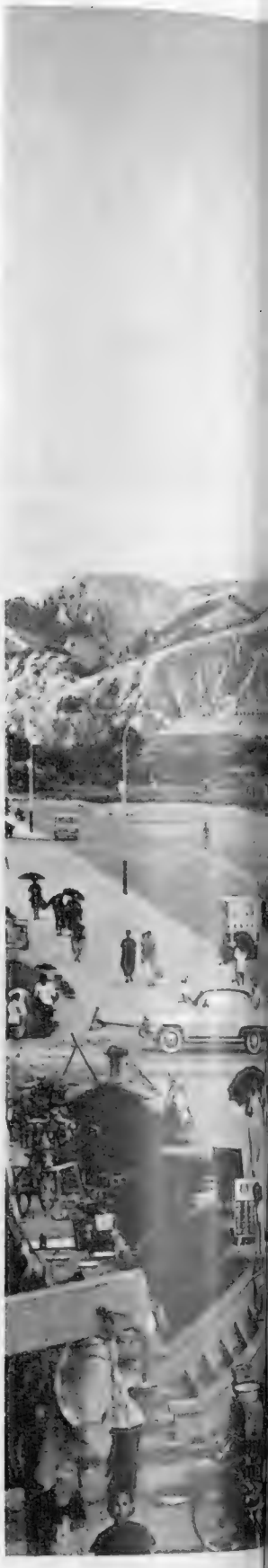
The immediate official reaction to the Field-Marshal's assaults was precisely similar to those which occurred when events exposed the defects of similar organisations—the Bagdad Pact and SEATO—in the Middle East and in the Pacific and South-East Asia. It was to proclaim, in hastily reassuring accents, the enthusiastic acceptance of proposals for reorganisation and realignment, and to assert that NATO would be improved and widened "with new emphasis on political and economic planning to be integrated in overall strategy." That superbly meaningless piece of jargon is not, I am convinced, typical of the steady, practical processes of unification in pursuit of a common purpose; but there is a horrid warning in it.

RESETTLEMENT IN HONG KONG: Twelve new seven-storey blocks, recently completed, stand on the Wong Tai Sin Estate, situated to the north of Kai Tak Airport. In the distance smoke rises from the factories along one of the seafronts of the Colony. Another five blocks are scheduled for the estate, which now has a population of 24,208 people. The annual increase of inhabitants in Hong Kong is put at 100,000.

In the Crown Colony of Hong Kong, the skylines of this busy and expanding major port are being radically altered by the new high blocks of flats and apartments which have been built or are in the process of being built during the Government's resettlement schemes. The population to-day is round about 2,700,000 and is increasing. Since the war, refugees in their thousands have fled to the island from the harsh regime of China. The annual increase in population is reckoned at 100,000. Many of these refugees are too poor to be able to obtain proper accommodation. They have settled in the overcrowded slum areas.

To-day many of these areas have been cleared; in their place rise new apartment blocks. A total of fifteen such blocks, seven storeys high, are planned for the Wong Tai Sin Estate, north of Kai Tak Airport. At Shek Kip Mei, in Kowloon, more than 50,000 people are housed in the new hygienic flats built after a disastrous fire had swept the area. On the waterfront along the shore of Hong Kong Island stretch the eleven-storey blocks of the North Point Estate, on which some £2,000,000 was spent.

A special Housing Authority was set up three years ago. It is rehousing some 4,000 people a month. Between April 1954 and March 1958 some 160,000 were provided with homes by the Resettlement Department in multi-storey blocks and a further 78,000 in one-storey bungalows. One such estate of cottages is the Ngau Tau Kok resettlement area on the coast of Kowloon; 163 cottages are built or under construction in the area. Despite this tremendous drive and the results already achieved, Hong Kong's ever-increasing population means a Herculean task for the resettlement authorities.



RISING OUT OF THE SLUMS

New Apartment Blocks in Hong Kong Help to Solve the Immense Housing Problems

On left—

NEW BUNGALOWS: One-storey homes on the Ngau Tau Kok resettlement estate in Kowloon have been built by the National Catholic Welfare Conference. The long, low building in the foreground is the Maryknoll Weaving School, a vocational training centre. A total of ninety-six bungalows have been completed and another sixty-seven have been started. With the flood of hundreds of thousands of refugees from China, the population of Hong Kong has grown immensely since the war. To-day it is about 2,700,000.

A WIDE NEW STREET: Through the Wong Tai Sin Estate in the Colony runs this road, built to serve the seven-storey apartment blocks which are being constructed. With the bare, rocky hills rising behind it, one of the new blocks is surrounded by crowded broken-down huts, like those which used to house such a large proportion of the inhabitants of Hong Kong. The work of the Government Resettlement Scheme is concerned with the clearance of slum areas as well as the housing of thousands of refugees.

On left—

THE WORK OF RECONSTRUCTION: On one side of the street on the Wong Tai Sin Estate are the new apartment blocks, their balconies festooned with washing, while on the other are dilapidated huts and rubble. In the background rise the mountains of Hong Kong Island. Slum dwellers and those who are permanent residents in need of new homes have high priority in the re-housing schemes.

THE CAPITAL OF EGYPT'S SOUTHERN NEIGHBOUR : An airliner flies over the Nile and the white buildings of Khartoum. The city, historically associated with the Mahdi, Gordon and Kitchener, is to-day the seat of the Government of the Independent Republic of the Sudan and has an 83,000 population.

A DESERTED PORT : Suakin, on the Red Sea, can have changed little in appearance in the seventy years since Kitchener had his headquarters here in his campaign against Osman Digna, the Dervish leader. To-day all the maritime trade goes into the nearby modern Port Sudan.

SOUTH OF NASSER

Some Aspects of the Republic of the Sudan

As a result of the Soviet offer of a loan for the Egyptian Aswan High Dam project, the Nile is much in the news. But it should be remembered that the longest river in the world flows for two-thirds of its length not through Egypt, but through the Sudan. Therefore the Nile waters are as much the concern of the Sudanese as of the Egyptians.

The Republic of the Sudan is now in the third year of its existence. Some idea of the rapid progress of this country to sovereignty can be gained from two historical facts. It is no more than seventy-three years ago since General Gordon fell to the spears of the Mahdi's Dervish fanatics on the steps of the Residency in Khartoum. And it is only sixty years since the young cavalry subaltern Winston Churchill rode up to his Commander-in-Chief, Lord Kitchener, to report an appreciation on the morning of the Battle of Omdurman.

The Anglo-Egyptian Condominium was established in 1899. In the ensuing years this meant, of course, that the main responsibility fell on the British for the administration of the Sudan. The now-despised types of "Empire builders" went there to develop the resources of the country with little thought of their own personal gain and, as always happened with those trained in the Cromer-Lugard-Kitchener school of colonial service, the benefit was entirely to the native people.

It is true that fifty years ago the average British administrator could never have imagined that the territories over which he had control would be "free" within a matter of half a century. But the fact that evolution to sovereignty has occurred in the Sudan as well as in many other parts of the old Empire, is in no small measure due to the work of forgotten and unsung members of the British Colonial Service.

Education, medical service, welfare, the harnessing of the Nile to such schemes as the Sennar Dam and the consequent irrigation of hundreds of thousands of hitherto barren acres for the production of cotton, the construction of a railway system through the desert sands—these are only some of the benefits of the British heritage which the Sudan enjoys to-day.

Unlike the Egyptians, the Sudanese are a martial race and, as both Gordon and Kitchener knew, they make excellent soldiers. With their country stretching over 977,000 sq. miles, as opposed to the 386,000 sq. miles of Egypt, there is every reason to suppose that they will stand on their rights as regards the Nile waters. On the matter of their frontier they gave the Egyptians a salutary lesson last February.

It will be remembered that the Aswan Dam project was to be financed by the Americans and the British until, in the summer of 1956, the offer of monetary aid was withdrawn. Nasser's nationalisation of the Suez Canal and the sequence of events leading to the Anglo-French intervention followed. But the dam is still vitally important to Nasser. It would be something positive to back up his rabid speeches and postures to the people of the United Arab Republic. Inevitably assistance has been offered from the quarter most interested in stirring up trouble in the Middle East—Russia.

No scheme such as Aswan can be carried through without the consent of the Sudanese. Perhaps it would be worth while for the West to consider the counter-project which has long been mooted for the Sudan—that of the dam at Roseires. If Britain once again was to offer help to the Sudan in the disinterested manner of the past, then there is little doubt that the offer would be accepted. For the Sudan knows that the British mean what they say—whereas the country is well aware the word of Nasser and of his masters in the Kremlin can only be taken with the greatest suspicion.

AN ABIDING MEMORIAL TO BRITISH ENGINEERING ENTERPRISE : An irrigation canal from the Sennar Dam runs through cotton fields. British engineers constructed waterways such as this under the Condominium.

THE SENNAR DAM : It is on the Blue Nile some 200 miles to the south of Khartoum. The news of the loan from Russia to Egypt for the Aswan Dam has focussed attention on the interest of the Sudan in the Nile.

TIMBER PRODUCTION : A tractor tows away a tree-trunk from a clearing near the Uganda border. The forest areas of the Sudan are in the south of the country and contain valuable trees, including mahogany.

AFRICANS DEMONSTRATE OUTSIDE THE COURT IN JOHANNESBURG: About 300 men and women raise their right thumbs in the "Afrika" salute as they stand outside the magistrate's court to welcome some of the 335 African women released from charges of disturbing the peace. The women were told by the prosecutor that the charges were withdrawn relating to alleged offences at the Pass Offices which were issuing identity cards. Outside the court, police made two baton charges and used tear gas to disperse the crowd.

THE POLICE MAKE BATON CHARGES AGAINST THE AFRICAN WOMEN: On the right a policeman swings his handcuffs as he chases the demonstrators. The woman on the left is carrying a baby on her back. The crowd was spontaneously protesting against the pass laws. In the past these laws had applied only to African men, who are bound to carry identity cards.

AFRICAN WOMEN DEMONSTRATE

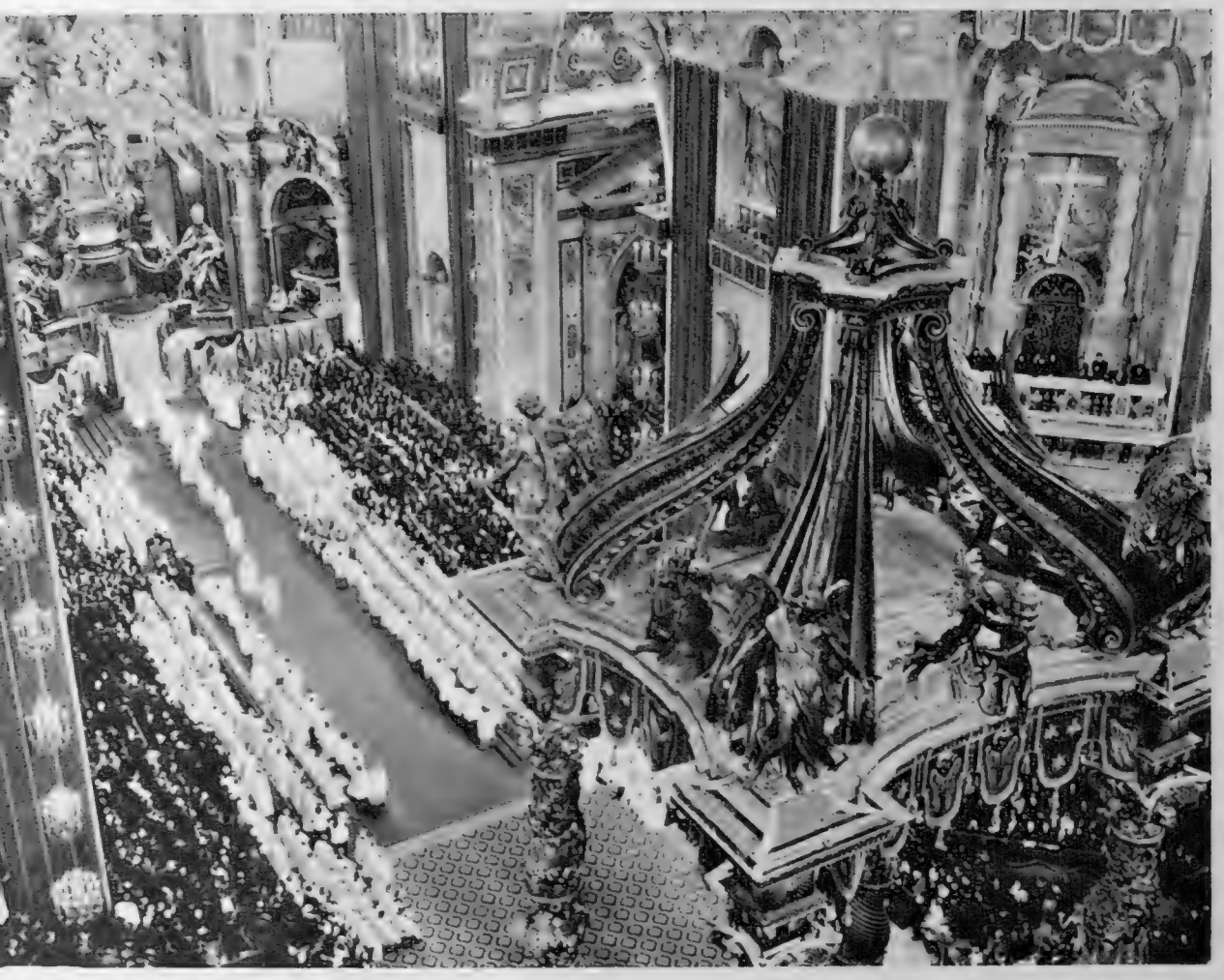
In Johannesburg, Police Charge Crowds: 2,000 Women are Arrested while Protesting Against the New Pass Laws

Well over 2,000 African women were arrested in Johannesburg during demonstrations against the new laws concerning the issue to African women of "reference books"—identity papers similar to those which African men have to carry. Although the Government had issued a law providing for the issue of passes to women it had not yet made it a punishable offence for a woman not to carry such a pass. It seems that if 2,000 women are prepared to go to gaol in protest, then reaction will be even more widespread when the law is passed making African women liable to immediate arrest for the non-production of the documents. It appears to be one of the most resented of the South African Government's *apartheid* measures. Some 1,500 of the women arrested were charged subsequently under the Criminal Law Amendment Act—by which it is an offence punishable with three years' imprisonment to break the law by way of protest against that or any other law. The trial of the first 133 of these women, regarded as a test case, was adjourned until November 12.

OUTSIDE THE MAGISTRATE'S COURT: A policeman chases African women away. Over 2,000 women were arrested while demonstrating in the streets of Johannesburg. Many of the women had practically insisted on being arrested and put in gaol.

DISPERSING THE CROWD: A policeman slashes with his cane at an African woman outside the court in Johannesburg. It was reported that the women had not been engaged in a hostile gathering but had been standing quietly outside the court.

THE CORONATION OF THE POPE



APPROACHING THE CHAIR OF ST. PETER: The procession in the Coronation of Pope John XXIII moves towards the East End of St. Peter's, in Rome. The Pope is seated on the Papal throne at the far end of the nave. This was a stage in the Coronation service before the celebration of Pontifical Mass. Above the canopy of the Papal throne is the *Cathedri Petri*, the huge bronze seat sculpted by Bernini in the seventeenth century and containing the wooden episcopal chair of St. Peter who, according to the official Vatican list, is regarded as the first Bishop of Rome. To the right, under the low arch, is Bernini's monument to Pope Urban VIII.

THE START OF THE CORONATION SERVICE: The Pope is borne on his gestatorial chair into the crowded nave of St. Peter's. In mitre and flowing robe he is escorted by members of the Noble Guard and of the Palatine Guard. On entering the Basilica he had been greeted by the clergy of St. Peter's at the Portico. From this point he was preceded by a magnificent procession in which the Papal Gendarmeria, in their black busbies and white breeches, were followed by Papal Chamberlains in sixteenth-century ruffs and Swiss Guards in their traditional uniforms. After them came ranks of the clergy ranging from sandalled monks to cardinals in their ornate vestments. Notable also were the heads of the great Roman Catholic religious orders. Immediately in front of the Pope in his chair was carried the triple crown, which is sometimes said to symbolise the Church Suffering, Militant and Sanctified.

THE Coronation of a Pope is a unique occasion. Its ceremonial combines the crowning of a monarch with the enthronement of a bishop. The first Popes, the immediate heirs to St. Peter, almost certainly regarded themselves more as prelates, as Bishops of Rome, than as civil authorities. The conception of the Pontiff as a temporal Sovereign is of later date, and the title of Pope was not specifically applied to the Bishop of Rome until towards the end of the eleventh century.

Therefore, in the majestic and ornate service in St. Peter's on November 4, at the end of which Pope John XXIII was crowned with the triple tiara, the oldest parts of a long tradition were probably to be found in the strictly religious rites. The Epistle and the Gospel were sung in Greek. This surely would have been the language in which the first Popes heard them read, for St. Jerome's Vulgate dates from no earlier than the fifth century. In contrast to the magnificent robes and splendid uniforms of many of those participating were the rough habits and sandals of monks, which can have changed little through the centuries.

The temporal power was emphasised by the homage paid by the Cardinals on several occasions and also by the patriarchs, archbishops, bishops and mitred abbots. But the climax of the whole ceremony returned to the spiritual aspect. The triple crown, placed upon the head of His Holiness is said to symbolise the Church Suffering, the Church Militant and the Church Sanctified. The ensuing blessing " to the City and to the World " was given by the Pope as prelate.

Certain points of the service were of especial historical interest. The burning of hemp on the end of a silver wand and, as the puffs of smoke disappeared into the air, the recital of the phrase " thus passes earthly glory " was a ritual reminder that the Holy Father, for all the majesty of his titles, remains a human being. One can possibly trace the origin of this to the custom practised by certain Cæsars as they rode in triumph. They would be accompanied in their chariot by a slave who murmured from time to time a warning that the all-powerful Emperor was still a mortal.

In the preparation of the Elements for consecration, a complicated ritual was followed which could hardly fail to bring before the eye the ghosts of the Borgias. The wafer selected was one of three which had been carefully prepared and the wine was tasted by a sacristan prelate before consecration. History is vague on the point of whether an attempt has ever been made to poison a Pope during his actual Coronation, but there can be no question that in the Middle Ages and the Renaissance such precautions were sometimes very necessary.

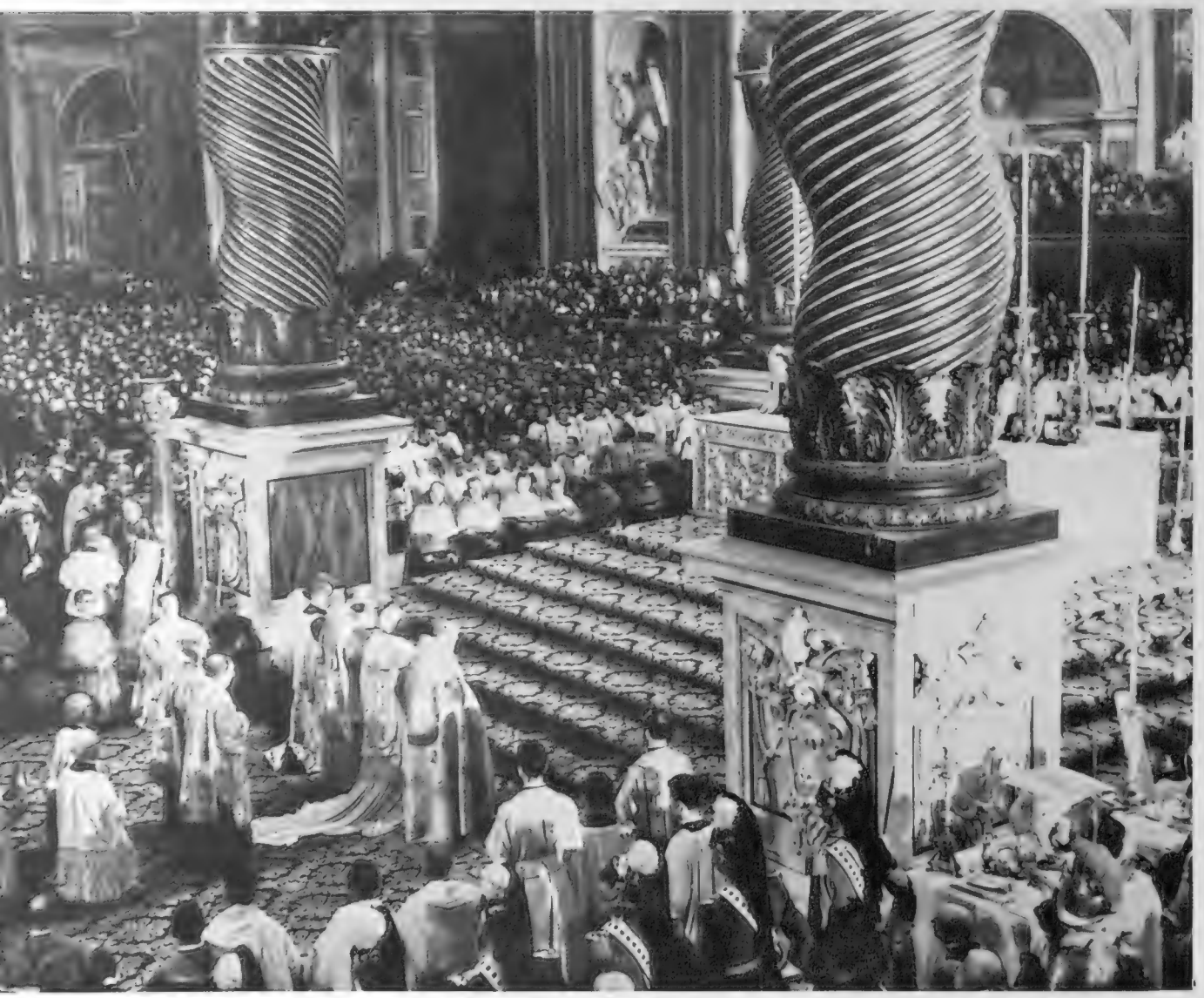
The crowning of Pope John XXIII deviated hardly at all from the long-accepted ceremonial. But the successor to Pius XII did make one innovation. During the celebration of the Mass, immediately before the Credo, he delivered a brief homily in Latin. His address fell into two parts. In one he reasserted the claim of the Roman Catholic Church to represent the true faith because of the position of the Pontiff as Vicar of Christ. In the other he spoke of his conception of the duties of a Pope. John XXIII was categorical in insisting that the Pontiff must be first and foremost a pastor, a " shepherd of his flock." His other duties must take second place.

Much attention has been focused on this latter part of the homily. As is now well known, Pius XII concentrated a great deal of power into his own hands. He was his own Secretary of State, many other Vatican offices were left unfilled, and he personally conducted a wide-ranging variety of affairs. Also, he was always ready to meet groups of experts, of professional men and women or those engaged in some trade, and talk to them about their particular problems in their own technical language. In Rome after the Coronation of John XXIII, it was being freely anticipated that the new Pope would delegate much of his authority and concentrate on his position as Pastor.

Many titles were bestowed on the former Cardinal Roncalli as the triple tiara was lowered upon his head. He is Bishop of Rome and Vicar of Jesus Christ, Successor of St. Peter, Prince of the Apostles, Supreme Pontiff of the Universal Church, Patriarch of the West, Primate of Italy, Archbishop and Metropolitan of the Roman Province, and Sovereign of the temporal dominions of the Holy Roman Church. But the new holder of all these offices would probably like best to be regarded as a humble shepherd of his flock.

AN IMPRESSIVE, GENERAL VIEW OF THE NAVE OF ST. PETER'S : Nearly 25,000 people are crowded into the Basilica to watch the Coronation in Rome of Pope John XXIII. Under the brilliant arc lamps, representatives of about sixty nations as well as close relatives of the Pope are present to watch the solemn and spectacular ceremonial. Centre background, under the dome, is the baroque Baldacchino, designed by Bernini, and 95 ft. high. Below it is the High Altar, at which only the Pope may celebrate. It is formed of a block of Greek marble found in the Forum of Nerva and consecrated by Clement VIII in 1594. It stands over the vault in which are preserved the relics of St. Peter. The four-and-a-half-hour ceremony began at 8.30 in the morning. As the Papal Procession started to enter St. Peter's, the congregation stood with cries of enthusiasm. Near the head of the procession were Swiss Guards in the scarlet, gold and blue uniforms designed by Michelangelo. From many parts of the Basilica, shouts of "Long Live the Pope" were to be heard in many different tongues.

POPE JOHN XXIII RECEIVES THE HOMAGE OF THE CARDINALS: Seated on his throne, His Holiness accepts the homage of a member of the Sacred College. At the foot of the steps are other Cardinals and ecclesiastics. In the ceremony of homage, Cardinals kissed the Pope's foot and hand; patriarchs, archbishops and bishops kissed his foot and right knee, and the mitred abbots kissed his foot. This part of the Coronation service followed the ritual reminder that the Pope is human, when, in three different parts of the Basilica of St. Peter's, a monk waved a silver wand carrying a tuft of burning hemp. As smoke rose from it and was dispelled in the air he proclaimed: "*Pater Sancte sic transit gloria mundi*" (Holy Father, thus passes earthly glory).



INSIDE ST. PETER'S

On left—

PREPARATION FOR THE MASS: A beam of light falls on the head of the Pope as he stands at the foot of the steps to the High Altar in preparation for the Pontifical Mass. In a short homily before the Credo, His Holiness spoke of his conception of the Papal duties. Statesmanship, scholarship, diplomacy, and organisation all had their part. But primarily the Pope must be a pastor, a shepherd who was ready, if necessary, to engage "in combat with the wolf to defend his sheep." Pope John went on to assert the Roman dogma that the Supreme Pontiff is Vicar of Christ and represents His person on earth. Therefore, it is claimed, only those under the guidance of the Pontiff can securely reach salvation. In the purification for the Mass rites of medieval origin were followed, the wine being ritually tasted by a sacristan prelate before use. This was a reminder of the days when Popes sometimes succeeded to office in an atmosphere of bitter political controversy and attempts were made to poison them. Another traditional custom was the sounding of silver trumpets from high up in the great dome of the church as the Host was elevated.

THE PROCESSION OF DIPLOMATIC AND FOREIGN REPRESENTATIVES: The Duke of Norfolk (extreme right), representing the Queen, is dressed in the scarlet and gold coronation uniform of the Earl Marshal of England, with white silk knee breeches and the blue riband of the Order of the Garter. Walking with him is Prince Albert of Liège, the brother of King Baudouin of the Belgians and heir presumptive to the throne of Belgium. Among the diplomatists the austerity of those wearing evening dress was relieved by the glitter of orders and decorations.

On left—

MEMBERS OF THE SACRED COLLEGE: Wearing mitres, the Cardinals wait to pay one of their three acts of homage to the Pope during the Coronation ceremony. The music for the service was sung by the Sistine Choir under the direction of Monsignor Bartolicci, whose title is Perpetual Conductor. Among the chants were two settings, one by Palestrina and the other by Perosi, of *Tu es Petrus*. The music for the *Oremus pro Pontifice* and the *Corona Aurea* was by Monsignor Bartolicci.

LOOKING TOWARDS THE BALCONY OF ST. PETER'S : The vast crowd in St. Peter's Square waits to acclaim the newly-crowned Pope. His Holiness appeared on the richly-draped balcony immediately above the main door of the Basilica. It was there that he received the triple tiara and later gave the Absolution and the Blessing, *Urbi et Orbi* (to the City and the World). The Coronation on the balcony came towards the end of the long ceremony. Pope John appeared on the balcony after taking part in the long procession inside the Basilica. He had rejoined the *sedia gestatoria* for the procession to the west end after the Blessing and the reading of the Last Gospel at the end of the Mass. About 200,000 people crowded into the Square to watch the Coronation.

OUTSIDE ST. PETER'S

On the Balcony and in the Square

On left—
THE NEWLY-CROWNED PONTIFF: Pope John adjusts the triple tiara after it had been placed on his head by Cardinal Canali (right), the senior Cardinal Deacon. He is helped by Mgr. Dante (second from right), Chamberlain of the Papal Court. A wave of cheering from the vast crowd in the Square below greeted the newly-crowned Pope; flights of white doves were released at the moment of crowning and the bells of the City's churches pealed.

On right—
THE PONTIFICAL BLESSING: The Pope raises his hand in Blessing as he sits enthroned on the central balcony of the Basilica.

OUTSIDE THE BASILICA : The Pope is surrounded by Cardinals, members of his Court and Guards, as he stands on the central balcony of St. Peter's. On the smaller balconies at the side are the Cardinals looking out over the dense crowd. High over the head of the Pope, seated on a throne with rich brocaded hangings, are held *flabelli*, fans of ostrich feathers mounted on handles covered in crimson and gold. A television camera and its operator are perched on one side of the balcony. Viewers all over Italy, in Great Britain and some other parts of Europe watched the Coronation on television by means of the Eurovision link. Viewers in Britain and in Italy saw the ceremony from the start of the procession from the Vatican to St. Peter's through to the final moments on the balcony. The other nations joined the Eurovision link some time later. The Pope accorded Plenary Indulgence to Roman Catholics who attended the Coronation either inside or outside the Basilica, and, by a further decree, to all those who heard or saw the ceremonies on radio or television.

POPE JOHN XXIII BLESSES THE CROWDS IN FRONT OF ST. PETER'S: With his hands held in front of him, the Pope stands on the balcony during the ceremony of Blessing. On his head is the triple tiara. Round his neck is the *pallium*, a strip of lamb's wool bearing black crosses and signifying that he is Metropolitan of Rome. It is attached to the *fanon*, a short striped cape, which is worn only by a Pope. On his gloved right hand he wears the Archiepiscopal Ring. According to all reports the Pope had appeared relaxed and decided throughout the long service. During the early part of the ceremonies he was often seen talking to the Cardinals and only towards the end of the exhausting 4½ hours did he show signs of tiredness. After a short rest before appearing on the balcony for the actual crowning, he again seemed brisk and spoke in a firm voice. A few hours after the Coronation, the Pope granted an audience to 15,000 North Italians. It was reported that tears came into his eyes as he said: "You can well understand my feelings: Venice I will not see again. My village I will not see again. . . .'

BIRD OF THE WINTER

Legends and Facts of the Woodcock—a Bird of the Open Woodlands

By BRIAN VESEY-FITZGERALD

"THE WOODCOCK MOON." According to the books, the shooting books particularly, the first full moon of November: that is the traditional night for the arrival in large numbers of the woodcock, for many people (and especially for shooting-men) the most interesting of all our winter visitors.

But, like a good many of these traditional moons, this one does not bear examination. It is true that the woodcock travels by night, and I think that it is true that it prefers a clear night. But the full moon has nothing to do with it. This year, for example, the first full moon of November is on the twenty-sixth, and most of the woodcock will be in by then. This year the "Woodcock Moon" would have been the November new moon, which was on the eleventh. For the fact is that it is the date that matters and not the condition of the moon itself.

The woodcock that come to us for the winter travel across the North Sea. They come from Northern Germany, from Scandinavia, from Finland, from Russia, and they arrive on our east coasts (anywhere from the northern isles to the coast of Kent) at any time from the end of September to the end of November.

THE WOODCOCK IS PRIMARILY A BIRD OF THE WINTER: In this photograph by Eric Hosking it is seen at its nest with its young. It is a bird of the open woodlands, and in the past certain legends have arisen about the bird's habits. That the woodcock does carry its young under certain circumstances is now established beyond all question.

All these birds do not stay with us throughout the winter. Many of the earlier arrivals, at any rate, seem to pass through the country by easy stages and to leave our southern shores for Northern France, Spain and Portugal from about the end of October until about the beginning of December. (A few of our nesting woodcock, no doubt, also go south for the winter: certainly some of those that breed in the north go to Ireland for the winter.) But I do not think that there can be any doubt that the vast majority of those that arrive late in the autumn spread slowly through the country and remain throughout the winter, leaving again in March and early April.

It is these birds that are so eagerly awaited by the shooting-man and which have given rise to the legend of the "Woodcock Moon." They come in night after night—provided that the nights are clear—but there are each year two main waves, two nights on which they come in in great numbers. The first of these is at the end of October, and the second is in November. On the Norfolk coast, at any rate, this second wave is due on November 10, and in my experience it is rarely more than a day or two out. And, of course, it does sometimes happen that this second wave, which is usually larger than the first one, does coincide with the full moon. One remembers full moons and rarely notices new ones. Hence the legend.

It is not the only legend attached to the woodcock. The bird is also said to understand the first principles of first aid. It is not altogether unusual to find from time to time letters in the sporting Press about woodcocks —this also applies to snipe, by the way—which have been picked up with wounded legs properly plastered and bandaged. The plaster is mud and the bandage is grass twisted round and round the wounded leg. I have seen both woodcock and snipe so dressed. And it is easy enough to understand how the bird has come to acquire a reputation for great intelligence, able to bind up a breakage with a natural splint. Indeed many people do firmly believe that it does do so, rejecting altogether what seems to me to be the natural explanation: that the bandages are natural accretions picked up on the nightly excursions through the mud and grass of swampy ground.

Once there was another legend, too: that the woodcock carried its young, when forced for any reason to vacate its nest or to move them to a position of greater safety. When I was a boy, stories of woodcock carrying their young were common in shooting circles and widely believed: elsewhere they were greeted politely but with raised eyebrows. No longer are the eyebrows raised: this is a legend no longer. That the woodcock does carry its young under certain circumstances is now established beyond all question—and I suspect that a good many other birds also do so when need arises, though that is not, so far as I know, established. The normal method of transportation is between the thighs, but transport on the back and in all sorts of other positions have been recorded.

Woodcock have been observed making repeated visits to the nest, removing their young one by one, and there are a number of records of two young, and one of three, being carried at one time. This does not, however, mean that all woodcock carry their young as a matter of course. I have never seen it myself (and I have had a fair experience of woodcock) and I know gamekeepers in good woodcock country, gamekeepers of great experience, who have never seen it. It happens: but it is the exception rather than the rule.

Good woodcock country: well, of course, the West of Ireland is the best woodcock country. But what is good woodcock country in Britain? The woodcock is a bird of the open woodlands. The *Handbook* says, "especially moist oak woods, birch, larch, spruce, and Scots pine, with open glades or rides and good cover of bracken, brambles and bushes, especially evergreens, such as holly, laurel or rhododendrons. In the case of conifers young plantations are largely frequented. Also rough ground with more scattered trees and/or scrub growth of oak, birch, hazel, holly, etc., in association with ground cover of type indicated. Woods with swampy hollows and overgrown ditches are often frequented, but requires dry ground to rest in by day."

That, when you come to think about it, is pretty comprehensive. You might think that you would find woodcock all over the place, and, of course, you don't. You do not find them in big, thick, old woods, nor in cold and draughty woods (beech woods, for example), and, though they like moist woods, they certainly do not like wet ones with dripping trees. And, for that matter, you will not find woodcock in all sorts of places that are apparently ideal for them. It is a most capricious bird. You may find it in the most unlikely places (though never, I think, in beech woods) and absent from the most likely.

And then numbers, especially the numbers of breeding birds. According to Gilbert White, writing in 1770, a woodcock's nest in Hampshire was a rarity: just before the war you might almost have called the woodcock common in Hampshire, though there has, I think, been some falling off in numbers in recent years due to building, draining, and so on. I sometimes wonder if the woodcock really was a rarity as a breeding bird in White's day. Few people then took any interest in nests, and very few bothered to look for them; moreover, in his day, shooting was not widespread and the eighteenth-century gun was not very deadly. I have an idea that a good many woodcock escaped detection. Even so, there is really no saying where a woodcock will nest. There is any amount of wonderfully suitable ground in West Wales, for example, yet there the woodcock is an uncommon nester, and there are large areas, suitable from every point of view (except the woodcock's), in which it has never been recorded as nesting at all. On the other hand, it is difficult to understand why it should have extended its nesting area in Hampshire, for it is certain that the number of really suitable nesting sites did not increase.

But the woodcock is primarily a bird of the winter. And it is widely held among shooting-men that the total number of woodcock in winter is now considerably less than it was in our grandfathers' time. If you judge solely by the record books there cannot be any doubt about this. The Irish record (so far as I am aware it has never been beaten) goes back to 1910, when six guns got 228 birds in the day at Ballykine, in Co. Galway. The English record (again so far as I am aware it has never been beaten) also goes back to 1910, when seven guns got 106 birds in the day at Lanarth, Cornwall. That sort of thing certainly does not happen nowadays. But that does not mean that there are fewer woodcock to shoot: it only means that fewer woodcock are shot. And for that there are many reasons, some of which it would not be polite to mention!

At any rate, the woodcock now has the reputation of being a difficult target. You have only got to remember the noise, the shouts of "'Cock. 'Cock forward," and all the rest, to realise that this is a very coveted prize, a rare bird, a bit of a triumph if you hit one. I do not think that the great guns of the past thought anything of the sort, and so they did hit them. We are all of a flutter—and we miss more often than not.

Not, mind you, that I am suggesting that the woodcock at a covert-shoot is an easy mark. It seldom flies high and, though it does not fly really fast, it swerves and slides between the trees with some very sharp turns to right or left. I was taught, when a boy (nowadays I do not want to kill anything), never to take such a bird unless I could see clear behind it (and very sound advice, too), which meant, of course, that it was a safe bird only for the end gun.

So far as I can recall I was never the end gun (my father liked that position above all others): if I was I must have missed, for I cannot remember ever shooting a woodcock at one of our covert-shoots. But, in the open—and it was in the open that those record bags were made, of course—the woodcock is a comparatively simple mark. You put one up, and it has none of the vigour and speed of a flushed grouse: provided that you do not fire at it too close (nor, of course, wait until it is almost out of range), it really should not be too difficult, swerving or not. Except, of course, for the excitement that the sight of a woodcock always brings. I think that most shooting-men would rather bag one woodcock than a dozen pheasants: and miss for that very reason.

I wonder if the pin-feather is still highly prized? Once, of course, this sharply pointed, stiff, yet pliant, cream barred with dark-brown feather was used by the painters of miniatures: but that was not why it was prized by shooting-men. It was prized as a decoration for hats: not the hat of the shooting-man, but the hat of a shooting-companion, provided that she qualified as a companion in other ways also. But, of course, I was forgetting: it will not be. They do not wear the right sort of hats nowadays.

BASE FOR "BLOODHOUNDS"

A Station for Guided Missiles in East Anglia

GROUND-TO-AIR DEFENCE: Target-illuminating radar stands on the ground at the R.A.F. station at North Coates, Lincolnshire, Britain's first base for Bloodhound guided missiles. Some of the surface-to-air missiles are seen in position in the background.

A recently acquired duty for the Royal Air Force is that of manning the guided missile defences of Britain. The pictures on this page show the first of a number of bases which are being equipped with the Bloodhound system. The weapon with its ancillary equipment, much of which is electronic, is the joint production of the Bristol Aircraft Company and the Ferranti Company. In appearance not unlike an aeroplane with a long body and shortened wings, the weapon is of surface-to-air type and is directed and homed by a complicated system of radar devices. Little detailed information is available of its performance, but it is reported to have proved itself reliable in tests. At the Bloodhound base in Lincolnshire, full training is carried out, except that the weapon cannot be actually fired.

On right—

REMOTE CONTROL: The main radar scanner is a vital part of the control system for the Bloodhounds at North Coates. The scanner picks up the "blip" of the target's reflection and tracks it. The information is electronically computed and fed into electronic stores. From there it is passed to the tactical control officer and also to the target-illuminating radar.

Below—

LOADING EXERCISE: A Bristol-Ferranti Bloodhound is hoisted on to a trolley. The missile is often described as being really a small aeroplane. It is fired from a launcher and propelled by booster motors and ram-jets. The wings are pivotal and can be moved up or down together or in opposition. The tailplane also assists in keeping the weapon on course.

ON THE LAUNCHING RAMP: A missile is prepared for firing. At North Coates training is carried out to the point of pressing the firing-button. Actual firing can only be done from Aberporth, in Wales.

THE RETURN OF "BULWARK"

AND OTHER SHIPPING NEWS

H.M.S. "Bulwark" Returns; Fire and Collision; New Ships at Sea and on the River

H.M.S. "BULWARK" RETURNS TO BRITAIN AFTER AN ABSENCE OF NINE MONTHS: The 22,000-ton aircraft-carrier, with her paying-off pendant streaming from the mast, arrives at Portsmouth after steaming nearly 52,000 miles. She sailed from the same port last January and while in company with the Home Fleet to the West Indies, took part in the first of a series of exercises which were continued throughout her long voyage. The Sea Hawk, Sea Venom and Skyraider squadrons embarked in the carrier made some 3,000 deck landings; used 128,538 gallons of aviation fuel and fired over 2,000 rockets. *Bulwark*'s Westland Whirlwind helicopters made 2,635 flights. During her stay in the West Indies the aircraft-carrier joined in exercises with the Royal Canadian Navy and later called at Halifax. Subsequently she sailed for Singapore and Hong Kong, stopping on the way at Gibraltar and Aden. In the course of the Middle East crisis she moved troops and their equipment from Mombasa to Aden and then stood by until required to transport the 1st Battalion, the Cameronians to Aqaba for service in Jordan. Recently, *Bulwark* took part in the successful salvage of two tankers, *Melika* and *Fernand Gilabert*, in the Gulf of Oman.

SURVEYING THE DAMAGE: One of the men who helped to bring the flames in the *Alamein* under control looks at the charred remains in the wardroom, where the fire broke out. The 2,460-ton destroyer, which has a complement of some 250 officers and ratings, is undergoing refitting at Chatham.

Below—

A FIRE IN A DESTROYER: The 2,460-ton battle class destroyer *Alamein* is seen at berth at Chatham Dockyard, where a team of experts are at present engaged in carrying out an extensive refitting programme. This was interrupted when a fire broke out in the wardroom. The blaze, which was described as "not serious," was brought under control by naval and civilian firemen who managed to confine it to the ward-room. The *Alamein*, which was laid down in 1944 and launched on the Tyne just over a year later, has an overall length of 379 ft. In the autumn of 1948, the destroyer paid a courtesy visit to Takoradi, on the Gold Coast, when on passage to South Africa with other units of the Home Fleet. She was built by R. and W. Hawthorn, Leslie and Co., Ltd.

On right—

A SHIP ON FIRE AFTER A COLLISION: The sea surges in through the battered bows of the Norwegian cargo-ship *Taiwan*, 5,463 tons, which was badly holed after being in collision with the Swedish tanker *Stora*, 12,992 tons, a few miles north of Brest. Wireless messages from the passenger-carrying *Taiwan* reported, first, that she was on fire and had launched two lifeboats and, later, that the fire had been brought under control by members of the crew and she was waiting for the arrival of a tug from Brest to take her in tow. All the twenty-four passengers on board and the crew were rescued. Fourteen passengers were picked up from one of the lifeboats by the Finnish cargo vessel *Regulus*, and landed at Cherbourg. The remaining passengers were rescued by other ships in the vicinity, which sped to the scene of the collision after picking up S O S signals from *Taiwan*.

A NEW BRITISH SHIP RUNS HER TRIALS: *Tri-Ellis*, a single-screw motor-driven cargo and passenger vessel, has been built by Harland and Wolff at their Govan Shipyard, in Glasgow, for the British Phosphate Commissioners. She has a length of 486 ft. 3 ins., a breadth of 68 ft. and a deadweight of approximately 13,750 tons. Her service speed is 14 knots. Accommodation for thirteen passengers, as well as the ship's officers, engineers and crew is situated amidships. On her maiden voyage *Tri-Ellis* will carry phosphate from Casablanca, in North Africa, to Australia. Subsequently she will carry phosphate in bulk between Nauru and Ocean Island in the Central Pacific, and Australia and New Zealand.

A SEA FERRY FOR ROAD HAULAGE : *Left*—The Atlantic Steamship Navigation Company's *Bardic Ferry* is berthed at Tilbury shortly before sailing for Antwerp to inaugurate a door-to-door road haulage service. *Right*—A lorry, complete with load, is reversed into the 2,550-ton vessel. The scheme has been inaugurated by a shipping company at Larne, Co. Antrim, established by Northern Ireland Trailers (road haulage operators between Ulster and Britain), and Anglo Overseas Transport Company (a shipping and forwarding agency associated with the P. & O. Group). The enterprise enables lorries to be loaded in any part of Northern Ireland and unloaded in almost any part of Europe.

FOR DUTY AND PLEASURE : *Left*—The Trinity House pilot launch *Leader*, described as an experimental craft, is designed to go alongside large vessels and tranship pilots in the open sea in all weathers. *Right*—This 28 ft. 6 in. glass fibre "Danielle" class cabin cruiser has a forward cabin with two berths, separated from the saloon by a curtain. In the saloon there is a single settee-berth on each side. The cruiser is fitted with two B.M.C. Vedette petrol marine engines and has a speed of about 10½ m.p.h. Both vessels have been built by John I. Thornycroft and Co., Ltd. *Leader* was put into service in July of last year and since then has carried out more than 730 transhipments, mostly at the Needles station. At present the London and Isle of Wight Pilotage Service is carried on by eight large cutters of between 350 and 650 gross tons, each vessel requiring a crew of seventeen or more. By contrast, the *Leader* is handled by a crew of only four, and also enables the pilots to remain ashore until required. *Leader* is just over 70 ft. long, is powered by two Rolls-Royce diesel engines, and has a speed of 16 knots.

THE FIRST SECTION OF THE LONDON TO BIRMINGHAM MOTORWAY TAKES SHAPE: A general view of work in progress on the new St. Albans By-pass, in Hertfordshire, where the broad road will intersect the A.5 near the town. In the foreground is the framework of a viaduct bridge which will carry the road over the A.5. The work forms part of the first contract of the project.

AMBITIOUS PROJECTS

The London to Birmingham Motorway and the Chiswick Fly-over in Britain; and a New Highway in Canada

There has been only one serious obstacle to interrupt work on the sixteen-mile St. Albans By-pass section of the London to Birmingham Motorway—a wet summer. The rainfall on the motorway area in Hertfordshire since work started has totalled 15·5 ins., equal to 623,000 tons, which is 36 per cent. above the normal rainfall for the area. After each heavy downpour, the huge earth-moving machines have been floundering in seas of mud from which, in spite of the skill of the drivers, they have had sometimes to be rescued by track-laying vehicles. On many days entire fleets of vehicles have been immobilised. But troubles of this kind had been foreseen and in the earlier dry weather teams of drivers worked all round the clock to complete most of the earthworks, which involved moving nearly 3,000,000 tons of earth. Now, concrete-laying machines moving on rails are putting down lengths of finished carriageway. The by-pass, costing about £4,500,000, will carry three lanes of traffic in each direction.

PREPARING FOR BRITAIN'S FLOW OF TRAFFIC: A bulldozer ploughs through the Hertfordshire countryside, clearing a path for the foundations of the motorway. The picture gives some idea of the quickly-changing landscape in areas where the motorway passes. When the sixteen-mile-long by-pass is completed, it will eliminate the notorious bottleneck on the A.5 and A.6 trunk roads at St. Albans.

AN IMPORTANT FEATURE OF THE WORK: *Left*—Men prepare the deck of a viaduct bridge to carry the motorway over the A.5. *Right*—An unusual study of the scaffolding underneath the bridge. Within a few weeks of work starting on the first stretch of the motorway, 365 acres were cleared, 30 miles of fencing erected, road diversions constructed to take traffic clear of sites of twenty-six bridges, and crossings made to restore access for farmers whose land had been severed by the new road.

A NEW EXIT TO THE WEST: The view of the Chiswick fly-over, taken from one of its parapets, shows traffic proceeding west along the existing road. *Below*—Another view of the structure taken from a traffic roundabout at a point where the Cromwell Road extension joins the Great West Road. Work is now well in hand on the construction of the fly-over, which forms part of a £2,500,000 scheme to improve the Cromwell Road to ease congestion in the vicinity. Costing £820,000, it is the first major two-level highway scheme to be carried out in the Metropolitan area since the war and is the first of its kind in the country. The half-mile-long structure will be carried across the roundabout in four spans and will have a width between parapets of 59 ft. This will provide for two lanes of traffic in each direction, separated by a central island.

THE OPENING OF A NEW STRETCH OF HIGHWAY IN CANADA: Members of the public are assembled on the gigantic Burlington Bay Skyway, in Ontario, to watch the cutting of the tape at the opening ceremony. Behind the group, cars are lined up ready to inaugurate the four-lane elevated span. It covers a distance of nearly five miles and its construction will help to ease one of the worst traffic bottlenecks in Southern Ontario. Toll payments by the 6,000,000 motorists who annually enter Ontario from the United States will be used to build similar structures throughout the province. The average motorist can cross the bridge in about four minutes.

SKINNING THE DEER: These three hunters have shot their deer and are engaged on skinning the carcases. In the background are the Alps of South Island, New Zealand.

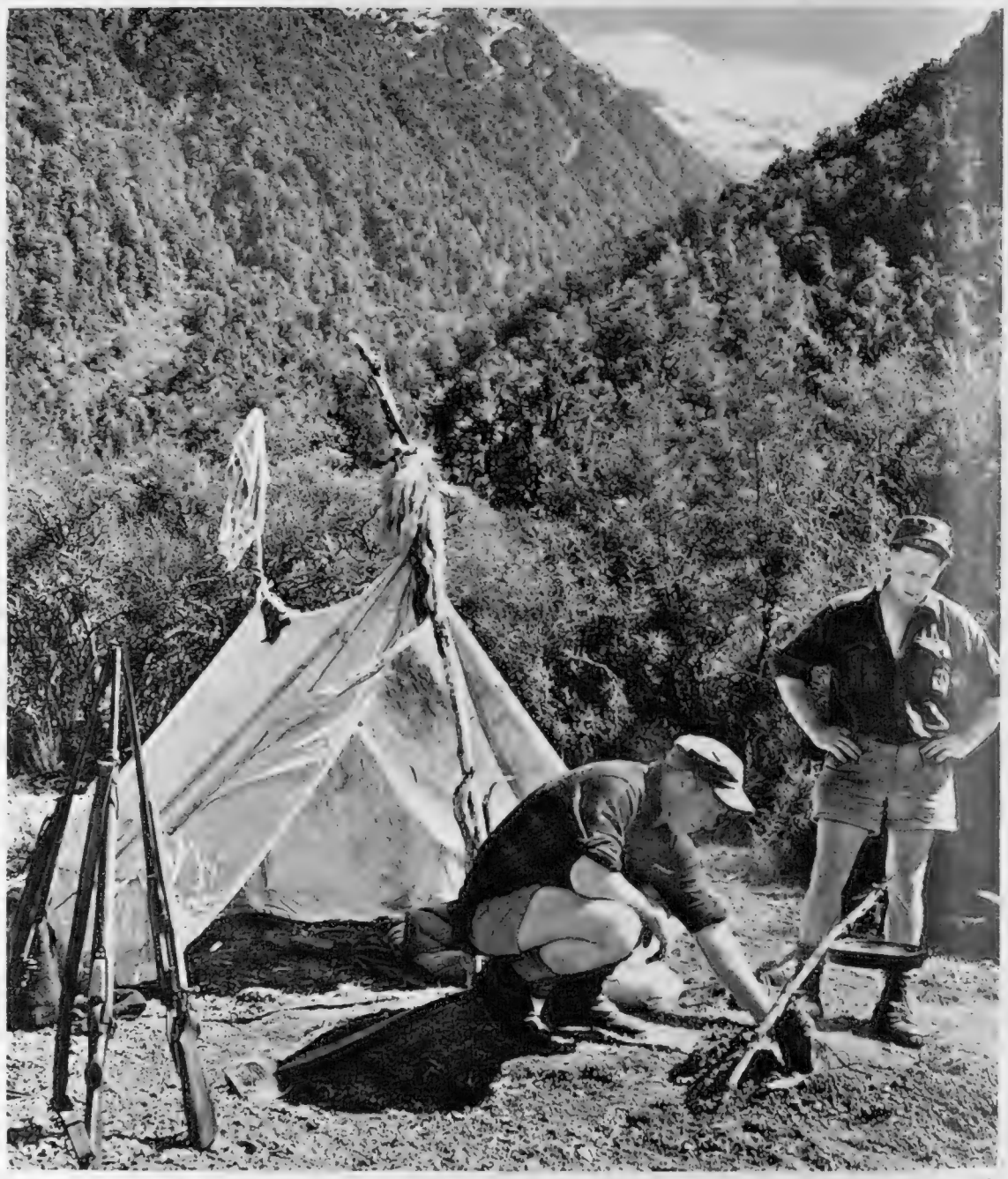
THE HUNTERS: The marksman shows how his shot struck squarely to bring down this doe. On these flats which surround the hunters' hut the deer come down to feed either during the early morning or during the evening.

HUNTING DEER IN NEW ZEALAND

The Beasts are Classed as Pests and Every Encouragement is Given to the Hunter

DRYING THE HIDES: Weighted with a stick so they dry straight, the skins are hung up. This can be done in dry areas but not in the rain forests on the west coast.

IN DIFFICULT TERRAIN: Two hunters ford a swift mountain stream to reach camp. There is little chance of keeping dry for long stretches of time during the hunt.



IN CAMP: In the high mountainous regions, the hunters usually put up a tent or build a brush shelter. In easily accessible valleys they build huts. On the tent-pole are hung the tails or tokens of the game which they have shot. Behind the tent rise the steep, heavily-wooded slopes of the Southern Alps, on South Island.

In New Zealand, where red and fallow deer imported nearly 100 years ago have multiplied until they threaten the forest lands and have for years been classified as pests, deer-hunting is a widely practised and popular sport. The high, bush-clad slopes, which form so much of the country, have proved a fine breeding-ground for game beasts. After importation, the deer flourished so rapidly that their status changed from protected game beasts to dangerous pests, killing the forest and causing erosion in the pasture lands.

The authorities to-day wage incessant war against the deer, wild pigs, goats, opossums, hares and rabbits. Even though declared pests for twenty-five years, and although more than a hundred Government-sponsored expert marksmen have been working systematically to keep the herds down, there are many fine beasts left. Splendid heads are being taken in many districts. The New Zealand record for the spread of horns is 50¾ ins.

Since much of the country's prosperity depends on her pasture lands, the problem of controlling the wild game is of great importance. The Wild Life Branch of the Department of Internal Affairs is responsible for wild life conservation and research. It employs over 100 hunters, known as cullers, who work systematically through heavily-infested areas.

The bag of all pests last year was over 100,000. The red deer are being reduced at the rate of over 30,000 a year by official cullers, with probably twice to three times that number shot by private sportsmen. The total kill in twenty years is estimated as at least 350,000. The official policy is not so much to eradicate the deer as to reduce the numbers to a level which will not retard forest regeneration or lower the productivity of the land.

While New Zealand, with its high mountainous scenery and too numerous game, appears a paradise to the amateur hunter, the country is often difficult and rugged. The bush is thick and there are many rivers and streams to be forded. The professional hunters are often supplied from the air during the organised drives in heavily infested, inaccessible regions. Besides the deer, wild goats are shot in their thousands each year; one drive in 1947 saw the destruction of over 73,000. Chamois in the alpine areas have spread rapidly and are hard to control. Over 8,000 Australian wallaby were killed or trapped by the official hunters last year. Pig-hunting, with gun or knife, is a popular sport among young New Zealanders. A strong drive is being made against the night-prowling Australian opossum, a marsupial about the size of a cat, which was brought to New Zealand because of the value of its pelt.

COMPETITION ON THE ROAD: *Where is the Motor-Cycle Going?*

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

TO the car-driver, the passing motor-cyclist—and he usually can pass us—sometimes seems to inhabit an entirely different world of mechanical transport. There is something slightly intrepid about his means and his manner of locomotion: the closeness of his involvement with the power that propels him, in contrast to our own relative insulation from the sound, smell and heat of the engine, the way in which he and his airily unconcerned pillion passenger lean over, "banking" to swirl round a turn in the road, that extra acceleration and rather quicker control which enable him to get into and out of manœuvres on the road that the car-driver can't afford even to consider.

This air of flirting with danger—which is not nearly as frightening to other users of the road, be it said at once, as, say, a couple of pedal cyclists dawdling along abreast—is not wholly absent even in the more ponderously chugging motor-cycle combination with its usually older cyclist and his passenger, or even small family, tucked snugly if unsteadily away in the swaying side-car. This is partly a matter of appearance. It is many years since any motorist except perhaps a sports-car driver (and he or she only for affectation) wore any special uniform for driving. But the motor-cyclist on British roads still usually wears a heavy driving coat as well as his crash-helmet, if not leggings, while quite a number button and zip themselves away in leather coats and gaiters that seem at least half-way towards the garb of the dirt-track rider.

Dressing-up to ride a motor-cycle is largely a matter of common-sense protection from the buffeting elements; but it also reflects the fact that this form of transportation, for most of its devotees, contains a considerable element of sport. Nobody knows this better than the motor-cycle manufacturer. The builders of motor-cycles have never needed experts in "motivational research" to tell them that their customers are buying more than transport from A to B rapidly and fairly cheaply.

The whole design and performance of motor-cycles over the years has been bent towards this extra satisfaction—an exhilarating form of self-expression in speed and skill, combined perhaps with the opportunity for the enthusiast to tinker with his machine to achieve refinements of performance by his own ingenuity.

This element of sport is perhaps nowhere better seen than in the United States. There, as in no other country, practically every motor-cyclist must own a car as well; the cycle has little meaning in terms of workaday transport. But there is a substantial sale of high-powered motor-cycles and, incidentally, particularly of high-powered British motor-cycles, which give a better performance for their weight, and in spite of import duty, are cheaper, than the American Harley-Davidson.

In Britain, and in most European countries, sport is not as dominating an element in the market as that. The motor-cycle is also, or has been traditionally until now, an introduction to motor transport for the young, and a cheap form of motoring for artisans who cannot afford a car. There has always been a steady demand for the lighter and lower-powered forms of motor-cycle, without the extremes of performance offered by the machines of 250 c.c. capacity or more. It is this section of the basic market that since the war has been undergoing considerable changes—changes which are presenting dilemmas for the British motor-cycle industry as perhaps the world's most accomplished and successful producer of the traditional motor-cycle.

Like most of the changes in European market patterns over the last twenty years, these stem primarily from rising levels of mass income and higher standards of living for the majority of the population. But the forms they have taken have been influenced by other factors. These new forms of motor-cycle have come from the Continent; they developed most rapidly in the interim between the end of the war and the time when the motor industries in the partly-devastated countries of Western Europe got back on their feet. In Italy, again, the enforced mobility of large numbers of the population who had never left their native villages before the war, and the acquaintance with Allied armies who used motor transport as a matter of course, may have created a desire for independent travel among the masses that was the ideal market for the motor-scooter, with its low running costs at 100 to 200 miles to the gallon. In Germany freedom from ordinary vehicle tax, and later on specific income-tax concessions for riders, encouraged the development of the "mo-ped," or power-assisted bicycle, in the years of shortage of mechanical transport, before Wolfsburg began to roll out Volkswagen by the hundred thousand.

These circumstances never affected Britain to anything like the same degree. In the immediate post-war years the British motor-cycle industry was kept busy exporting conventional motor-cycles most successfully throughout the world. It was not until about five years ago that the sales of scooters, imported from the Continent, began to be appreciable. The two leading Italian designs, Vespa and Lambretta, brought their rivalry to the British market: Lambrettas are still imported, but the standard Vespa is now made here under licence by Douglas (Kingswood) of Bristol, in a factory employing 2,000 people. More recently British companies have begun to produce their own models. The mo-ped has never enjoyed any immunity from tax in Britain. The bother of registration and the cost of even a low tax, for pedal cyclists who have always been free from any such formalities, may have limited the growth of sales here, though several British makers were offering these power-assisted cycles before the scooter appeared widely on our roads.

BRITISH-BUILT SCOOTERS: A general view showing the assembly shop at Bristol for Douglas Vespa scooters, which are manufactured by the Douglas Company, a division of the Westinghouse Brake and Signal Co., Ltd. Production of the scooters started in June 1951. The Douglas Company were the first people to introduce a British-built scooter in this country. *(Further pictures on following page)*

Even so, most of the mo-peds as well as the scooters sold in Britain have been imported: and the boom in scooter sales last year, when petrol was rationed after the Suez affair, brought imports of motor-cycles to the unprecedented figure of 115,000—say, 70,000 scooters and 45,000 mo-peds. This compares with imports of little over 1,000 motor-cycles five or six years before; it also has to be compared with Britain's own exports of about 50,000 motor-cycles in 1957. Our exports of motor-cycles have been dropping as steadily over recent years as our imports of scooters and mo-peds have grown—though this year there has been a welcome check in each progression. Total sales of imported and British scooters are now accounting for about half the new registrations of motor-cycles in Britain.

Voices have not been lacking during these years to reproach the British makers for not going quickly enough into the market for both new kinds of motor-cycle. The BSA group (Triumph, Ariel, and Sunbeam), perhaps Britain's largest motor-cycle maker, has experimented with scooters for some years: at this year's show it is introducing two new models, one of 250 c.c. and one of 175 c.c., and Mr. Edward Turner, managing director of BSA's Automotive division, has said, "I see no reason why, in time, scooters should not become just as big business as motor-cycles." And Raleigh, another leading maker, has brought out a newly-designed mo-ped, which it plans to produce on a very large scale. But the decision to turn over a really large proportion of one's resources to these types of motor-cycle, for an established manufacturer, is a difficult one technically. There are elements in the changing market for motor transport that still make some of the manufacturers uncertain.

It is at least possible to argue that the nations where the scooter and the mo-ped developed, even apart from the temporary crippling of their motor industries, were at the time well behind Britain in the progress towards becoming a motorised society: and we have all been developing since then. The mo-ped boom in Germany certainly seems to be over already—because more people can afford scooters and the development of miniature "bubble-cars" such as the Messerschmitt and the Isetta is beginning to give the scooter a good deal of competition. In Britain, certainly, scooter sales are still booming, and the miniature cars have not caught on to the extent that they have on the Continent. But Britain has, not too far up the price scale, the Ford Popular, the cheapest conventional car in the world; Britain also has still a good deal higher average incomes.

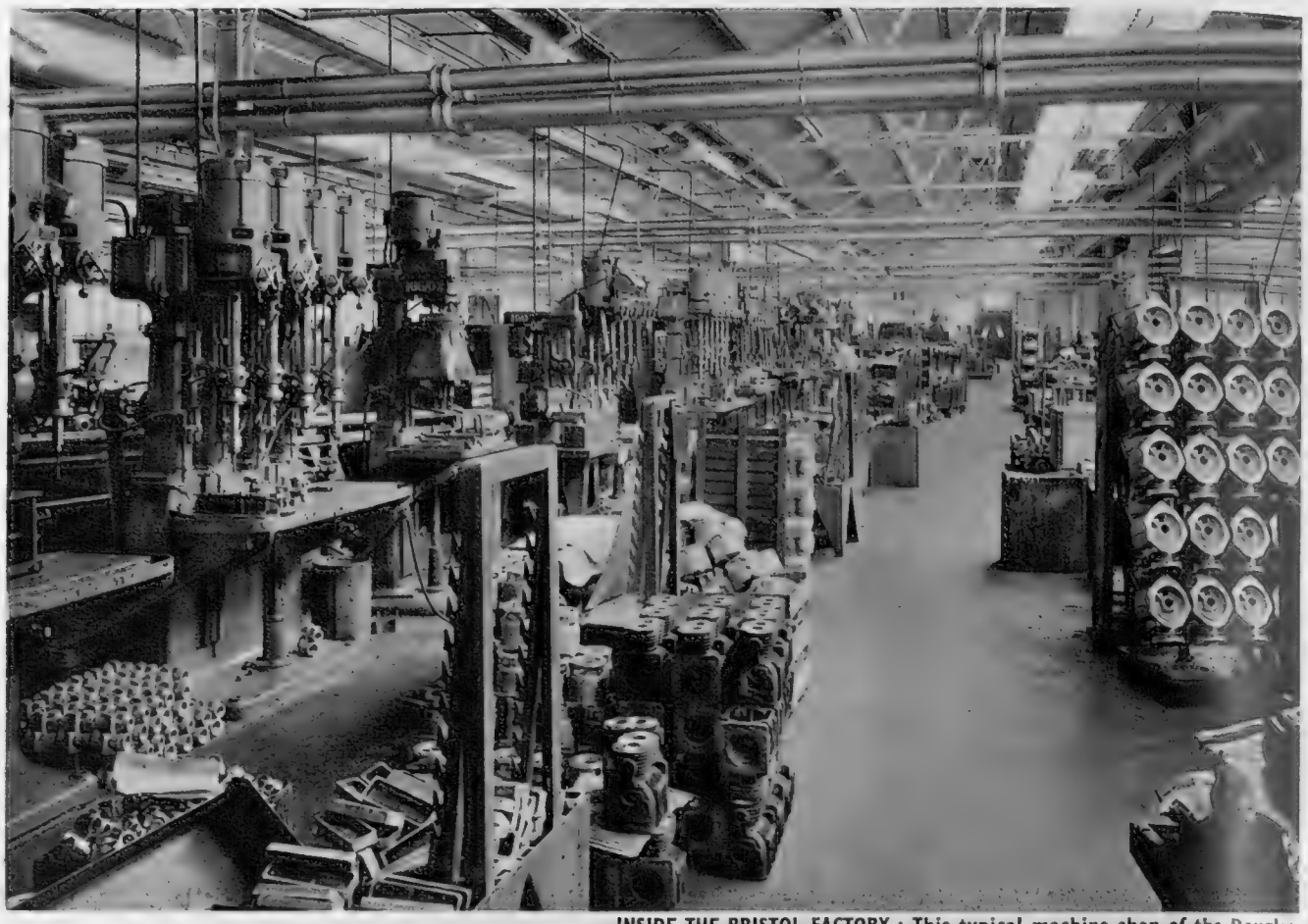
The British motor-cycle manufacturer is well aware that his market, in future, may be squeezed between the rising real incomes of the masses and the decreasing relative price of the small car. This may well tend to concentrate his market for the conventional motor-cycle towards the core of sportsmen who will always seek the special exhilaration these offer. He may well be uncertain whether a heavy commitment in scooter manufacture will bring big returns now, with the Continental names so well entrenched.

On the other hand, the scooter still offers chances of broadening his market, in particular towards women, who can be attracted by the clean, enclosed convenience of the scooter, and its convenience in big city traffic and parking gives it a growing advantage even for car owners. He has the alternative of making a miniature car with three or four wheels, and some makers of motor-cycles and scooters already do. The market for these, too, will depend somewhat on how far down—in size or price—the mass-producers of conventional cars decide to pitch their selling appeal. Rising standards of living, and the popular urge to own one's own transport, offer no group of British manufacturers greater opportunities than the makers of motor vehicles: but they are also posing for some of these perplexing and crucial questions of manufacturing and marketing policy.

WHERE IS THE MOTOR CYCLE GOING?

Below—

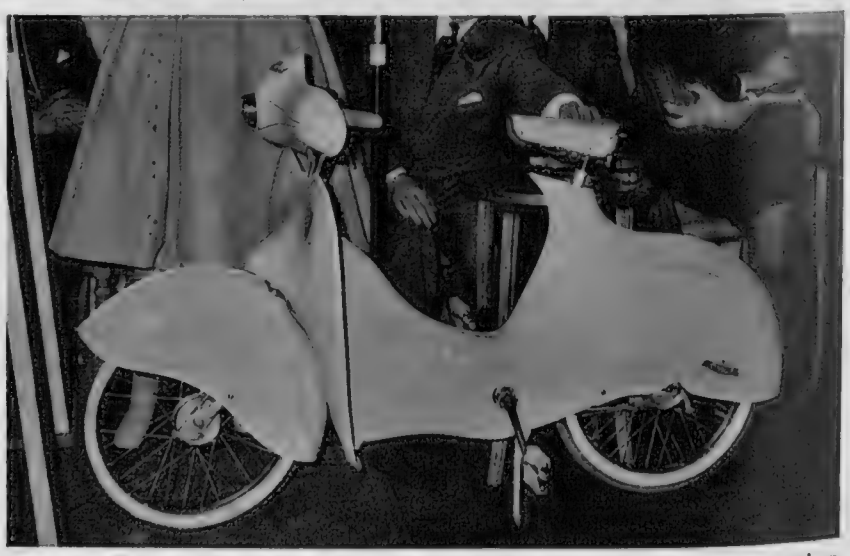
THE VESPA IN PRODUCTION : At the Bristol factory of the Douglas Company the scooter chassis, completed in bare metal and suitably prepared, is passed into the spray shop. It is given three coats of paint, conforming to the normal motor-car body practice of an undercoat and two coats of coloured synthetic enamel. Scooters are included in the thirty-second International Cycle and Motor Cycle Exhibition, which opens at Earls Court to-day (Saturday). Other exhibits include mopeds; three-wheelers and sidecars, as well as a wide selection of accessories and components. There are 183 exhibitors. The exhibition is to be opened by Mr. Harold Watkinson, Minister of Transport and Civil Aviation. It will continue until next Saturday (November 22).



INSIDE THE BRISTOL FACTORY : This typical machine shop of the Douglas Company is mainly concerned with the production of Yespa scooters and road brakes. The section covers an area of over 21,000 sq. ft.

AN EARLY STAGE : The chassis shop at Bristol receives sets of pressings which are welded together into a rigid one-piece chassis which is specially treated with metal filler and an anti-rust process.

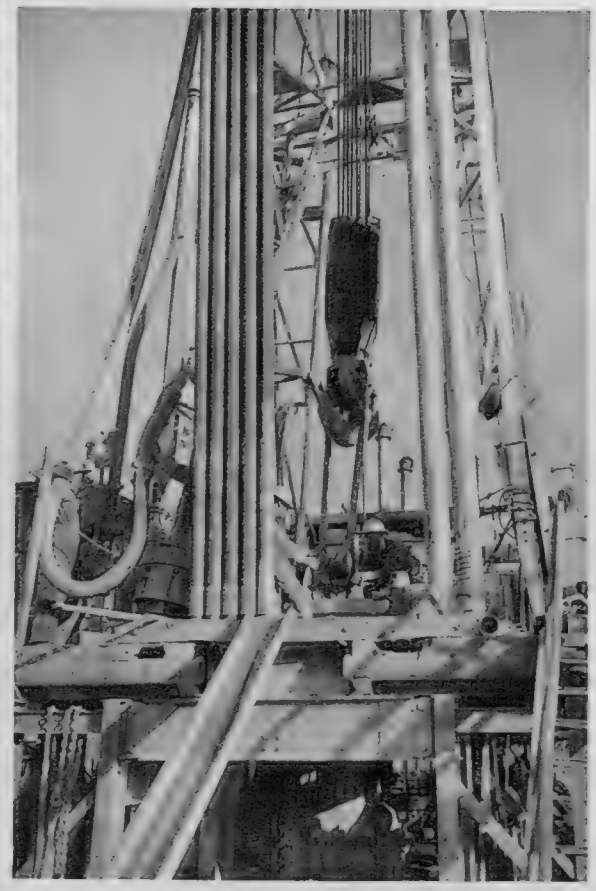
NEW RALEIGH MOPED : With the introduction of the first British moped to be made on a large scale, Raleigh Industries is re-entering the powered vehicle field after a lapose of more than twenty-five years. The moped has been designed to provide economical and trouble-free travel and to that end has been made as simple as possible. Powered by a 50-c.c. engine designed by the Sturmey-Archer Division, it averages 26·3 m.p.h. and over 173 miles to the gallon. The price, with tax, is £48 16s. 6d.



A BICYCLE WITH A FIBREGLASS BODY: The Scoo-Ped, a new type of bicycle designed on the lines of a scooter and with a reinforced fibreglass body, has been introduced by the Elswick-Hopper Cycle and Motor Company. A subsidiary firm, Scoo-Ped, has been formed to manufacture and market the model. Frames and working parts will be built at the subsidiary's Barton-on-Humber works and the fibreglass fairings will be produced by Fibreglass Reinforced Plastics at Llanwrog, North Wales.

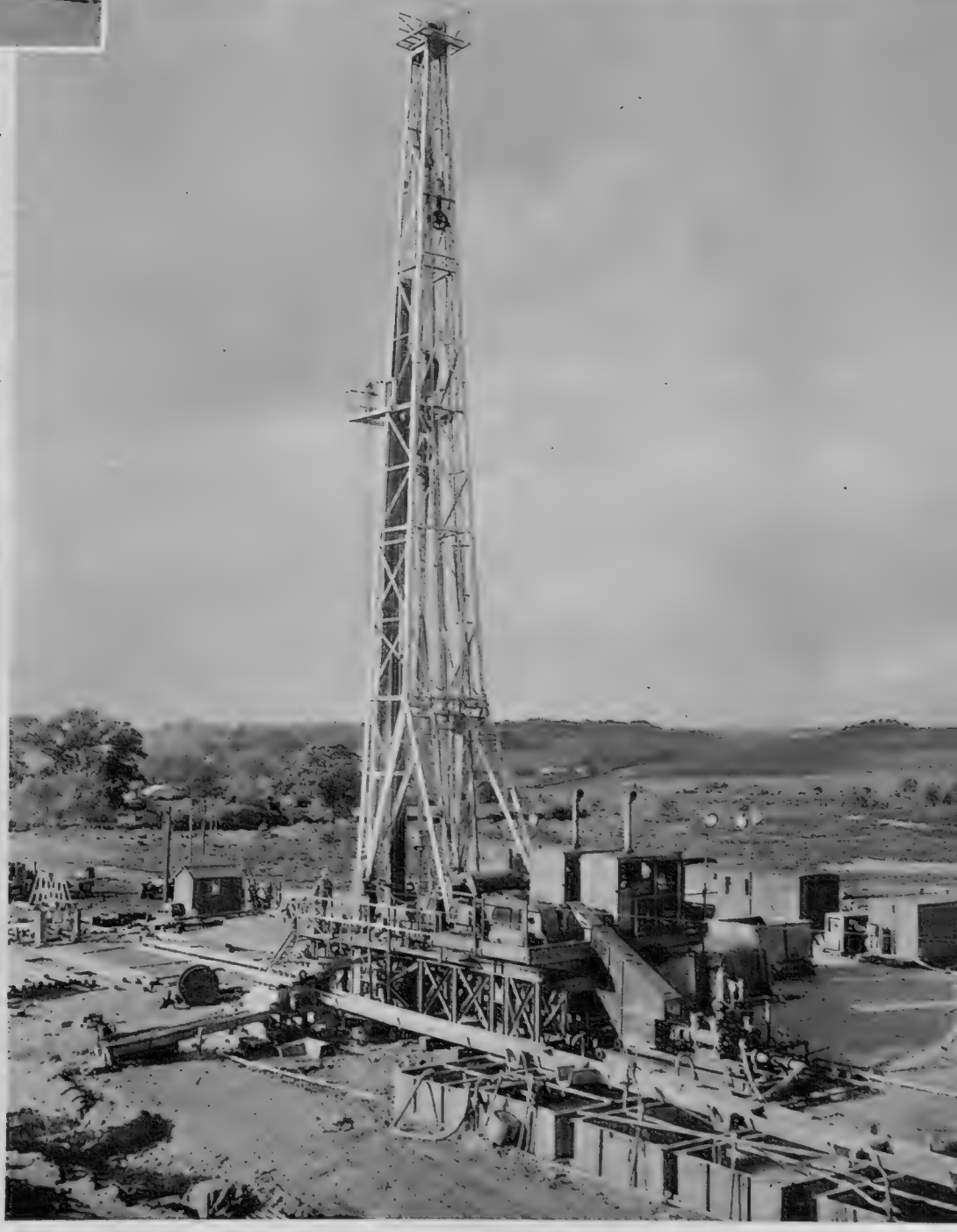
At the No. 1 rig site at Puri, in Western Papua, 240 miles to the north-west of Port Moresby, New Guinea, the Australasian Petroleum Co. reported a strike of oil. A flow of 1,000 barrels a day was claimed. Reports reaching London suggested that the new well was producing 3,000 barrels a day—that is, some 100,000 gallons—but the chairman of the British Petroleum Co., Sir Neville Gass, who was in Brisbane, said that the discovery should be "approached with caution." B.P. and Vacuum Oil are the two major shareholders in Australasian Petroleum. Recently they decided not to continue the search for oil in Papua at the conclusion of the present drilling programme. They had spent the equivalent of £24,000,000 in Papua over the last ten years. Puri was the first well to flow freely, although substantial gas accumulations were found in the Kuru and Barikewa test wells, and some free oil was obtained at Kuru Para. But the strike at Puri was the first time oil had flowed freely during twenty years of continuous prospecting. A statement issued later by Australasian Petroleum said that an appreciable flow of water was coming from the formation containing the oil and had caused a decline in the oil flow. *Below* is the helibase, cut out of the jungle, from which the Puri rig site is serviced by Sikorsky S-58 helicopters. Between the huts are pathways raised above the ground.

DRILLING FOR OIL IN ENGLAND AND NEW GUINEA



On left—

At Ogdens, in Hampshire, a new length of pipe is hoisted into position for a test drill by the BP Exploration Co. The drilling is taking place as the result of geophysical tests made in the South of England, but at present it is impossible to forecast whether oil will be found there. The site of the exploration well is situated on high ground near Fordingbridge, in the New Forest. The area has been cleared and levelled and special gravel roads have been laid to enable heavy lorries carrying tons of equipment to reach the site. A "jack-knife" mast 87 ft. high (seen in the picture below), dominates the scene and drilling is going on throughout the day and night. Drilling operations have now been in progress for several weeks and at the time of writing a depth of over 800 ft. has been reached. Exploration drilling has already been carried out by the company in several places in Southern England, including the Isle of Wight, as well as in other parts of the country.



The World of Books

MR. MAUGHAM'S FAREWELL

"Points of View" is Announced as His Last Book; Advice on Gardening; Biographies of Lloyd George and Cardinal Wolsey; Journeys to China and Nuristan; Recent Fiction

"MR. MAUGHAM has announced that this POINTS OF VIEW (Heinemann. 21s.) is the last book he will ever publish, and since he seems to have a way of doing what he says he is going to do, we may safely assume that with this volume of essays he will take his leave of the reading public, and so put an end to a relationship that, with *Liza of Lambeth*, began just over sixty years ago." Thus the publishers of this valedictory book and it is reasonable to suppose that they are right. It is also, from the reader's perhaps selfish point of view, a great pity. These essays: on Goethe's three novels, on an Indian saint, on a seventeenth-century cleric, on the short story (a master on his own subject), and on three journalists, have a vitality, a power and a freshness that make them a delight. There are no signs that this is the work of a writer at the end of his literary career. On the contrary, the essays in themselves strike no note of farewell but a promise of enjoyment for the future. And what if Mr. Maugham is adamant and writes no more for publication? Well, I suppose we shall have to start re-reading what he has given us in the past. It will be, exactly, a pleasure.

The little articles in Miss V. Sackville-West's EVEN MORE FOR YOUR GARDEN (Michael Joseph. 18s.) are not designed as serious essays but as topical journalism, horticulturally speaking. Nevertheless, this writer being the natural stylist she is, these pieces have their own elegance as well as their own spontaneity, the latter quality being one of the most difficult and disciplined to achieve. In these pages you will find, re-printed from the Sunday newspaper which so sensibly asks Miss Sackville-West to write for them on gardening matters, hints, advice and, more important, notes of the writer's own planting and growing experience.

Among this week's biographical books comes Mr. William George's MY BROTHER AND I (Eyre and Spottiswoode. 30s.); a kinsman's eye-view of that dynamic, irrepressible figure, David Lloyd George. The author is ninety-three, a fact which may have coloured his assessment of his world-famous relation and given his opinions a visible bias towards the homely and the parochial. Mr. George writes, without too much conviction, of his having chosen the low road and Dafydd the high road. Although this biography-cum-autobiography shows a natural interest in the career of the more famous one, it is by no means overloaded with hero worship. An interesting study, though, and perhaps for the very reason of this family balance between the credit due and the childhood view.

The bibliography and reference notes for Mr. Charles Ferguson's life story of Cardinal Wolsey occupy an impressive twenty-seven pages and his research for the study took him the better part of ten years, so that it is not surprising to find this long and carefully-documented book as authoritative as it undoubtedly is. NAKED TO MINE ENEMIES (Longmans. 25s.) is something else besides. Mr. Ferguson's study of Wolsey is smoothly readable; not, perhaps, a model for such tomes, since it is overlong, but at least intelligibly phrased, not overwritten and, in its telling, totally unaffected by would-be period phrasing.

CADENZA (Hamish Hamilton. 18s.) is described as An Excursion, and its author, Mr. Ralph Cusack, would very likely agree with the aptness of that sub-title for what is an autobiographical ramble, half-dictated by the senses, a little by nonsense, and all of it by the intelligence of a remarkably intuitive and sensitive man who is what is loosely called candid about his private and inner life. There will be stylists who object to the odd rhythms in which Mr. Cusack's reminiscences pour out, or even to his highly unconventional language.

The two travel books which follow have a great deal to recommend them, even to the least venturesome among us—or perhaps particularly to those. RED CARPET TO CHINA (Longmans. 21s.) is a title which explains at least the mood and setting of the book, for this is an account by Mr. Michael Croft of his visit to Communist China about two years ago, as the representative of a British youth organisation. His book is immensely informative and unusual for at least one of its aspects: that Mr. Croft, ex-schoolmaster and founder of a National Youth Theatre, demonstrates that it is really possible to enjoy oneself in either China or Russia under the Communist rule. He was, of course, a visitor and not a permanent resident, like Mr. Pasternak.

A SHORT WALK IN THE HINDU KUSH (Secker and Warburg. 25s.) is a provocative title for an entertaining, often hilarious travel book by Mr. Eric Newby, who not long ago decided to take time off from the establishment of the Mayfair *couturier*, where he had been working for some time, and join a friend on an expedition to Nuristan, which, roughly speaking, is north-west of the North-West Province. The author of this highly amusing and original book is the kind of young man who, presumably, will take on most things that are adventurous enough and not too weighed down by protocol. He can also, it is my pleasure to tell you, write some very funny stuff, whether in narrative or in captions.

PROBLEMS OF A NINETEENTH-CENTURY GERMAN FAMILY: In this tense scene from *Garden of Loneliness*, at the Arts Theatre, in London, John Yockerat (left), played by Michael Atkinson, threatens his parents, played by Vivienne Bennett and Stanley Beard, that he will commit suicide. The play is a translation of *Einsame Menschen*, by Gerhart Hauptmann. This is concerned with a typical Prussian family of the early '90's. The son, a biologist and philosopher, lacks intellectual companionship. Into his life comes a girl biologist. The play is thereafter concerned with the dilemma of the son torn between his wife and the young girl. The play is translated and produced by Richard Duschinsky.

The work of Mr. Stephen Potter comes into no exact category, which is as it should be for a diverting talent like this. SUPERMANSHIP (Hart-Davis. 10s. 6d.) is his latest, a treatise on how to try to continue to stay top without actually falling apart. It includes useful chapters on Super-Baby, or the baby as lifeman (including a passage on the good burpman), on British Car Play, on Mild Young Men, or pre-Christmas technique, and on the Lectureman, amongst many other vital matters. The technique is as polished as ever and the fun as zany.

MAN OVERBOARD (Michael Joseph. 15s.) is Miss Monica Dickens's new novel, the story of an unwillingly retired naval officer in his thirties, who not only resents his bowler-hatted state, but finds it exceedingly difficult to get a job which is either congenial or adequately paid. The little daughter left of his broken marriage is as much of a comfort as she is a responsibility and disconcertingly clear-eyed. Miss Dickens writes with the compassion, the humour and the acute perception which one expects from her. I found her book heart-warming and none the less realistic for that.

The opening pages of THE MARRIAGE (Cassell. 16s.) suggest an exclusively feminine story about the feminine side of a far from rare social problem: the divorce in a family where there are three children. But soon the novel, by Mrs. Mona Williams, develops into something less stereotyped, a study in obsessive jealousy and possessiveness. Readable and with a pleasant San Franciscan setting, but not always comfortable. As for the principal male character, he is a pig.

That region of Suburbia which Mr. R. F. Delderfield has brought to life before is back with us in THE AVENUE GOES TO WAR (Hodder and Stoughton. 18s.), a sequel to the earlier book and continuing each of its sympathetic but unsentimental life studies. Here is a writer who can not only handle a big, complex canvas, but who can invest his characters with the stuff of humanity and, sometimes, of human kindness. Long, but not too long and very satisfying.

MOUNTOLIVE (Faber. 16s.) is the third volume of what will be a quartet of novels by Mr. Lawrence Durrell, set in Egypt, and concerned with the story of David Mountolive, a diplomat who is tied to the country partly through an early love-affair, and partly through his present position as British Ambassador. Subtle, highly articulate and curiously timeless, in spite of its political implications.

Earlier on this page I spoke of re-reading. THE UNDERGROUND CITY (Heinemann. 20s.) by a new writer, Mr. H. L. Humes, is a novel which I have already decided to re-read, so rich and rewarding is it in its adventures, its tacit relationships, its political grasp and its simple humanity. This is Paris, late in '40, and the opposing poles of action are Pétain and de Gaulle. The Americans will not be in the war for more than another year, but they are already felt as an influence, and sometimes as a focus for resentment. This is one of the best books I have ever read—or probably will ever read—about this troubled period, written as from the inside.

The only detective story I have seen this week is Miss Agatha Christie's ORDEAL BY INNOCENCE (Collins. 12s. 6d.), by no means the very best Christie, but far, far better than no Christie at all. The setting is recognisably Devon, and the plot moves as slowly, alas, as clotted cream poured from a jug, but it has its moments.

Vernon Fane

WAR CORRESPONDENTS' BATTLEFIELD AT PLEVNA

The Uncensored Russo-Turkish War in the Balkans

At a time when military controversy is raging about who committed the armour of the 10th Corps at El Alamein, who said what to whom when the German tanks ran wild in the Ardennes, and who pushed aside expert advice before Arnhem, we are reminded of the agelessness of all such military controversies by Rupert Furneaux's detailed and graphic account of THE SIEGE OF PLEVNA (Antony Blond. 25s.). Plevna was, and still is, a sleepy, rather smelly and dull little Bulgarian town. In 1877, in the midst of the Russo-Turkish War, it was the focal-point of the last great combat between Cross and Crescent.

Here Osman Pasha made his stand in the bare hills against the might of the Russians, afterwards turning Plevna into a fortress of which the world had seldom seen the equal. Osman was a hero to the Turkish people and to the world. A score of newspaper correspondents saw to it that every gory item should be known. This Russo-Turkish War, before censorship clamped down on war reporting, was a newspaper correspondents' war of words.

Archibald Forbes did not hesitate to relay his first story by pony express at a cost of £400 in telegraph charges alone, not to mention the ponies. Rupert Furneaux has assembled the facts about Plevna into a really absorbing narrative. Sometimes the passages appear too purple, but it is all magnificently done.

Louise Collis engages in a sombre parade with her new book SEVEN IN THE TOWER (Faber. 18s.), seven tales of imprisonment and death in the great London fortress. They concern the boy princes, Perkin Warbeck, Anne Boleyn, Lady Jane Grey, Sir Walter Raleigh, Guy Fawkes and the Duke of Monmouth. Miss Collis writes with accuracy and animation.

Here are two books in similar vein and of undoubted appeal, Tudor Edwards's WORLD APART (Longmans. 25s.), a tour of European monasteries, and COLLINS GUIDE TO THE ENGLISH PARISH CHURCHES (Collins. 30s.), edited by that redoubtable preservationist John Betjeman. Mr. Edwards's account of a layman's travels among the living monasteries of Europe reveals a way of life which has not changed fundamentally since medieval times and still flourishes on a limited scale in the atomic age. Before starting on his tour through Europe the author gives a résumé of monastic history, but it is the descriptions of the individual monasteries that are the attraction. Particularly revealing is Mr. Edwards's description of a visit to Lérins, the island monastery of Provence.

The *Collins Guide* is in many ways an admirable volume, but some of the descriptions are over-long and others are clearly too short. In the London section Chelsea Old Church gets a bare two lines, which include the inaccurate statement that it was totally destroyed. St. Luke's, Chelsea's church of the Gothic revival, also gets short shrift, while the restored St. Clement Danes fares little better. It may be that this London section of the volume written by Mr. Betjeman himself is the weakest link. The photographs are excellent.

It is not easy for anyone but the specialist to extract from the never-to-be-sufficiently-admired completeness of Baedeker or the Blue Guides what he will most want to see in any one country, he must almost inevitably be baffled by the wealth of detail. Let us admit freely

THE CHURCHILLS FOR EVER

The year 1958 will certainly be regarded as the Churchills' year in biography. Books about them, generation after generation, their homes, their genius and their palaces, poured off the presses, many the work of illustrious writers, and were eagerly gobbled up as though that remarkable family had suddenly been "discovered" by a cascade of hidden archives from a faulty ceiling or attic as in the case of the Thurloe papers or the Creevey letters. If it were not that much of the material proved to be quotation from the writings of the family's own illustrious historian, one might think that Sir Winston has ceased to be a prime authority on the family. Was there more to say on Sarah Jennings?

Louis Knouenberger thought so and in his MARLBOROUGH'S DUCHESS (Weidenfeld and Nicolson. 25s.) has, I think, justified his belief. His researches have been wide, deep and meticulous, and the portrait of this termagant duchess which emerges, is painted with a vigorous and masterly hand, adorned with countless small details, not excluding warts, if broadly it is the "picture as before," often before. The truth is, we can never have enough about perhaps two-score British worthies, some illustrious, some merely "rare and curious"; for human memory is frail; good stories can be re-read many times without much loss of interest, and in the writing of serious biography, forgotten facts and the minimum of new evidence can always make a real "character" freshly interesting. Here 's a financial footnote. Money played a considerable part in the careers of John and Sarah, and the author warns us that any sums mentioned must be multiplied by ten to assess them in terms of our money. That means that Marlborough left £20,000,000, that Blenheim cost £3,000,000 to build, and that Sarah could afford to leave a legacy of £150,000 to her waiting woman! What their fortunes in happiness and specie might have been, if Sarah had not been all her life so temperamental, and had not made quarrelling her chief hobby, is anybody's guess.

LABOUR'S FIRST GARTER

It is perhaps not so surprising to find in the biography of a Labour politician so much space devoted to the House of Lords, including an admirable little history of its origins. For the Upper House was the chief field of Lord Addison's achievements. His successful battle against fearful odds was a prime cause of the completion of the revolutionary programme of reforms of that Labour Government which reigned between 1945 and 1951. His charm won him the sympathy of the Opposition in that House. It remains surprising—to me—to learn from VISCOUNT ADDISON, by R. J. Minney (Odhams. 25s.), of a reluctant Socialist peer "weeping for joy" at the offer of the Garter.

The Monarchy is nearly every Briton's pride and joy. Its "baubles," in rewards and honours, many Socialists have affected to despise. It is said that membership of the House of Lords has a curiously moderating effect on hot-head reformers. Christopher Addison gave up his promising career in anatomy to enter politics as a Liberal. He joined the Labour Party, and his fine reputation was built on his work as Minister of Munitions in World War I. The Lloyd-George papers, lent to the author by Lord Beaverbrook, throw new light on his dismissal by Lloyd George, and that light is favourable to Addison. It was as leader in the House of Lords in the six years following World War II that he established his claim to statesmanship. He was a bonny fighter, upright, chivalrous and humane, and loved or respected by all parties. Those qualities were proved also in his activities outside Parliament, in social welfare and youth organisations. This is a sensitive and sympathetic account of the career of a British statesman, himself sensitive and sympathetic; and if it is not the final judgment on Addison and his political times, it is wholesome, pleasant reading and as near to cool impartiality as can be expected at present.

John Gore

that there is at least a place for the selective guide-book which can point to individual splendours having some bearing upon the general historic pattern of development. Anne Bridge and Susan Lowndes have done superbly well with their SELECTIVE TRAVELLER IN PORTUGAL (Chatto and Windus. 21s.). They present the historic background with skill and erudition, a Spain long deploring and resenting the loss of Portugal, with all the sea coast that went with it, and a Portugal stubbornly grounded in independence and determined to consolidate national freedom. This book first saw the light in 1949, and has now been fully revised.

THE FUNDAMENTALS OF GARDENING (Seeley, Service. 25s.) is the first volume in a series of works on practical horticulture. W. E. Shewell-Cooper is the General Editor, and a galaxy of experts are arrayed to deal with the various aspects of the subject, D. E. Green on plant pests and diseases, G. Crosbie Taylor on hedging, ditching, greenhouses and frames, W. Dallimore on pruning, and Sir Albert Howard on composts. Photographs and diagrams assist the text.

R. C. E.

THE HALLE ORCHESTRA IN IRELAND: Sir John Barbirolli conducts the internationally-famous orchestra from Manchester and the Choral Society of Dublin in a performance of Elgar's *The Dream of Gerontius* in the Cathedral of Christ the King, at Mullingar, in Eire. The soloists were Kerstin Myer, David Galliver and Marian Nowakowski. Among those present was the President of Eire, Mr. Sean O'Kelly. The tour of Barbirolli and the Hallé Orchestra in Ireland included appearances in Dublin, Cork, Mullingar and Limerick. The performance of *The Dream of Gerontius* at Mullingar was believed to be one of the few which have ever been given in a Roman Catholic cathedral. *Gerontius* is one of Elgar's finest works, being a setting to part of J. H. Newman's poem. It belongs to the best period of the composer and was first heard in 1900, the year after the composition of the *Enigma Variations*, at the Birmingham Festival under the baton of Richter. Soon afterwards Richard Strauss was moved to make his famous toast to "the first English progressive musician, Meister Elgar."

ORATORIO IN IRELAND

On left—

SOLOIST AND CONDUCTOR: David Galliver sings to the beat of Barbirolli's baton in *The Dream of Gerontius* in Mullingar Cathedral, in Eire. Over 2,000 people heard the performance of the oratorio.

DEMOCRATS' VICTORY

The Rout of the Republican Party in the Landslide in the United States Elections

AN EXCEPTION TO THE GENERAL TREND IN THE AMERICAN VOTING: Mr. Averell Harriman, the Democratic candidate, raises his arm and smiles as he concedes victory to his Republican opponent, Mr. Nelson A. Rockefeller, in the fight for the Governorship of New York.

A MAN WITH A GREAT FUTURE? Governor Rockefeller shows his pleasure as his election becomes certain in New York. His resounding victory has made him a favoured runner for Presidential nomination in 1960.

Last week in the United States the Democratic Party had their biggest electoral victory since the days of Roosevelt and the New Deal. As a result of the polling, they are in an impregnable position in Congress, having gained thirteen seats in the Senate and forty-seven in the House of Representatives. With the exception of New York, they also had resounding triumphs in the fights for the State Governorships. New York went against the tide and returned the Republican, Nelson A. Rockefeller, as Governor in place of Averell Harriman, who was seeking re-election. Governor Rockefeller campaigned on a liberal policy, as opposed to many defeated Republicans who followed the more Conservative policy advocated by Vice-President Nixon and endorsed by the President. Although Mr. Eisenhower did his best to gloss over his party's defeat by claiming that it did not mean the voters wanted a change in his methods of conducting the affairs of the nation, the fact remains that for the next two years the Administration will be faced by a Congress dominated by the Opposition party.

SADNESS AND DELIGHT IN CALIFORNIA: *Left*—Senator Knowland, the Republican, bows his head in San Francisco after informing reporters he is about to concede his defeat in the election for the Governor. *Right*—Mr. Pat Brown, the Democrat, holds up a paper headlining the news that he is elected Governor of California. Mr. Clair Engle, the Democratic Senatorial candidate, also won his seat.

QUESTIONS FOR THE PRESIDENT: Mr. Eisenhower points his finger in answering questions at his first Press Conference after the election results were known. Although he had to admit his party had been heavily defeated, he said he did not think voters wanted a change in his conduct of the Presidency.

RE-ELECTED TO THE SENATE: Mr. John Kennedy speaks in Boston. He won re-election as Democratic Senator for Massachusetts with an increased majority and is a possible candidate for the Presidency.

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NOW, A CAR FOR EVERYONE

Some Comments on the Government's Decision to End the Remaining Restrictions on Hire Purchase; Britain's New Roads; and the Limit on Racing Engine Sizes

By "THE SPHERE" MOTORING CORRESPONDENT

RELAXATION of the hire purchase restrictions was well-timed. It stimulated still further the tremendous interest displayed by the public in the Motor Show at Earls Court. It will probably do much to keep car production at a high level this winter and avert the necessity of short-time working. Yet it is easy to exaggerate the effects of a move like this. It is one thing for finance houses and car distributors to reduce their required deposits to 10 and even 5 per cent. It is another for them to accept all the potential customers who arrive at the car showrooms and say: "I have decided to buy such-and-such a model, 5 per cent. down and the repayments spread over four years and two months."

The hire purchase people have to safeguard themselves. They require evidence of financial stability. If a banker's reference is not available they have their own methods of getting what are grimly called "Status reports." Besides, the vast majority of new cars bought in Britain are purchased by business firms who are not much concerned with the question of deposit size or repayment periods. Yet I still say the H.P. relaxation was a good thing. It will help the family man who has been longing to buy a car, new or second-hand, but who has been unable to beat the credit squeeze. The new-found ability of these people to join the motoring ranks and share the doubtful privilege of owning their own personal transport will certainly inject new life into the used car market.

This in turn will increase the sales of new cars. For many dealers in Britain had reached the point when their showrooms and parking lots were choked with used cars they could not sell. I should imagine there has been no bigger glut of used cars since before the war. Dealers were getting worried. Their capital was tied up in cars no one could afford, and just as soon as a dealer stops turning over his stock he starts losing money. Some of them were even having to refuse the sale of new cars because they could not afford to take the second-hand car offered in part payment. The used car is a vital factor in the motor trade. Its importance in the general pattern is often overlooked. And because it is so important and because of the H.P. relaxation the dealers who have reluctantly had to refuse to sell new cars may soon be asking for delivery of the popular models in the lower price brackets. One thing is certain: the industry does not intend to ease up for one single moment on its tremendous export efforts. Essential though it is to have a healthy home market to help keep down our prices in foreign lands, our car chiefs will gladly let the home market go short if by so doing they can increase their dollar sales, improve their declining position in the critical European market and consolidate their hold on areas like Australasia and South Africa.

Many are the people who have said to me since the H.P. restrictions were scrapped: "Yes, that 's all very nice, but what about purchase tax?" Here, indeed, is the question of the hour: the question which, shaped like the sword of Damocles, was suspended over the stands at Earls Court. It is a question I mention with great trepidation. I shall probably be very unpopular in the industry for having the temerity to bring it up at this stage. The top brass in the industry is, to say the least, extremely touchy on this point. It seems to think that if any motoring writer even speculates on the possibility of some slight remission of the 60 per cent. purchase tax impost, his readers are going to dash round to their local garage right away and cancel their orders.

I must confess that I 'm not in the Chancellor's confidence. I don't pretend to know how his mind is working on this one. But I 'm going to risk the ire of the car kings by saying I hope Mr. Butler *will* be able to knock back purchase tax on cars by 10 per cent. or so before long. Now, having said that, I challenge you all to go out and cancel your orders. You won't do any such thing, of course. You know very well that if you do, and purchase tax *does* come down, you might then have to wait a very long time for delivery of the car you can get without very much difficulty at the moment.

Having said that, let us tune in on the Gresham-Cooke wavelength. Mr. Roger Gresham-Cooke is an M.P. who used to be the chief executive of the Society of Motor Manufacturers and Traders. He is now a kind of unofficial spokesman for the industry in the House of Commons. He does a good job by asking many pertinent questions at the right time. The other day, at the annual lunch of the Fellowship of the Motor Industry, he was caddish enough to raise this purchase tax question. "We all want to see the era of democratic motoring come to life, when the man in the works can buy a car as easily as the business man," he said. "But this will never come about with purchase tax at 60 per cent. In 1951 when, after a struggle, the industry got 138,000 cars on to the home market, the Government collected £37,000,000 in purchase tax. This year, with a home sale of more than 500,000 cars, the Treasury will get £138,000,000. That is an increase of more than £100,000,000. Now if purchase tax on cars were at the same rate as that on jewellery—30 per cent.—the Government would still be collecting on cars about twice what they were getting in 1951."

In stressing this aspect of the subject Mr. Gresham-Cooke is voicing the fear of many motorists that the Government attaches such importance to car purchase tax as a source of revenue that other considerations are smothered at birth; all except the congestion on the roads. But that is another reason the Government aren't particularly anxious to scrap or even reduce purchase tax on cars. In the dim recesses of their minds these politicians see in purchase tax a way of limiting the flow of new cars on to a road system Parliament has shamefully neglected. Yet I must admit things are moving on the road construction front. Wherever you go in Britain these days men seem to be building new roads or improving old ones. It is all very heartening. At last Mr. Harold Watkinson is getting something out of that pipe-line which he has always warned would take a long time to prime.

Of all the road works in progress in Britain nothing is more impressive than the London-Birmingham motor road. Here, on the 55-mile stretch of twin-track, six-lane, motors-only highway which starts near Luton and finishes near Rugby, the contractors, John Laing and Son, Ltd., have made a magnificent start, in spite of a summer so wet that at one stage rainfall was four times as great as normal. There is still every hope that the road will open on schedule by October 31 next year.

When I recently had a close look at the road seven months of the nineteen allowed by the contract had passed. And by that time the work done represented £8,000,000 of the contract total of £15,500,000. Forty of the 132 bridges had been completed and 85 per cent. of all excavation work, involving 10,000,000 tons of soil, had been completed. No wonder Mr. C. T. Brunner was able to praise the Minister of Transport (for a change) the other day. Mr. Brunner, a British oil chief who has long campaigned for better roads, led the British delegation to a world conference in Mexico City of the International Road Federation. He spoke of the tremendous "shop-window" value of projects like the London-Birmingham motorway and those forming the Ross Spur and the Preston By-pass (to be opened by the Prime Minister on December 5). They were proof, said Mr. Brunner, that British civil engineers could take on this work on a large scale, not only at home, but for countries abroad.

What an uproar there was at the R.A.C. when the new Grand Prix Formula One proposals were announced after a two-day London meeting of the C.S.I. This is the controlling body for motor sport under the Federation Internationale de l'Automobile. It includes representatives of countries like Switzerland and Mexico who have no interest in motor racing, but who have equal voting rights with the delegates of Britain and Italy.

These two countries, who share supremacy in motor sport in that order, both wanted the present 2½-litre formula retained when the time comes for a statutory change on January 1, 1961. But the voting went against them. Countries who have no cars and no drivers worthy of the name threw their weight against the known opinions of Britain and Italy and voted in a formula limiting championship cars to a maximum of 1,500 c.c. and a minimum of 1,300 c.c. The present Formula Two cars have 1½-litre engines, and with the greatest respect to John Cooper and Colin Chapman, builders of the admirable Formula Two Cooper and Lotus cars, we have seen during the past two seasons that 1½-litre single-seaters are incapable of offering a spectacle as exciting as the thrill of 2½-litre cars in action.

The excuse for the new mamby-pamby formula, which both world champion Mike Hawthorn and runner-up Stirling Moss think is inexcusable, is that lower-powered cars will be slower and safer. That is not necessarily so, and while top-class Grand Prix racing is to have this ridiculous limitation, sports-car racing (which is admittedly more dangerous than Formula One events) will still be open to 3-litre cars. So we shall have the illogical spectacle of world championship sports-car races being contested by two-seaters with mudguards, headlamps, hoods, etc., which will be faster than Formula One single-seaters designed purely for speed and road-holding. It is a ridiculous situation and one that could do great harm to motor sport. Incidentally, what a pity the Society of Motor Manufacturers did not see fit to give Mr. Tony Vandervell's Vanwall a place of honour at Earls Court.

NEW SPEED RECORDS: *Left*—Mr. B. Knight sits in the 350 c.c. Cooper-Norton in which he beat the world international Class J record for the standing mile. His speed was 76·6 m.p.h.—an increase of 3·6 m.p.h. on the record set up in 1947 by Count Lurani in a Nibbio. *Right*—Mr. J. Cooper is in the 2-litre Cooper-Climax in which he beat the international Class E record for the standing kilometer with a speed of 97·5 m.p.h. The previous record, 89·73 m.p.h., was set up in 1934 by Mr. R. Mays in an E.R.A.

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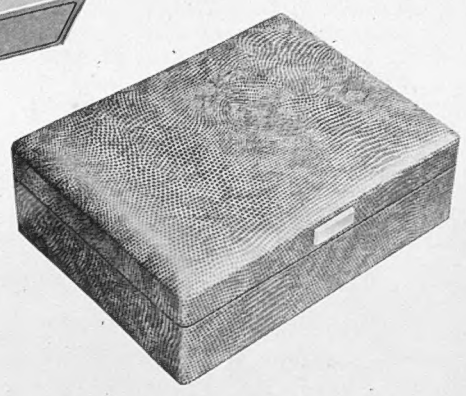

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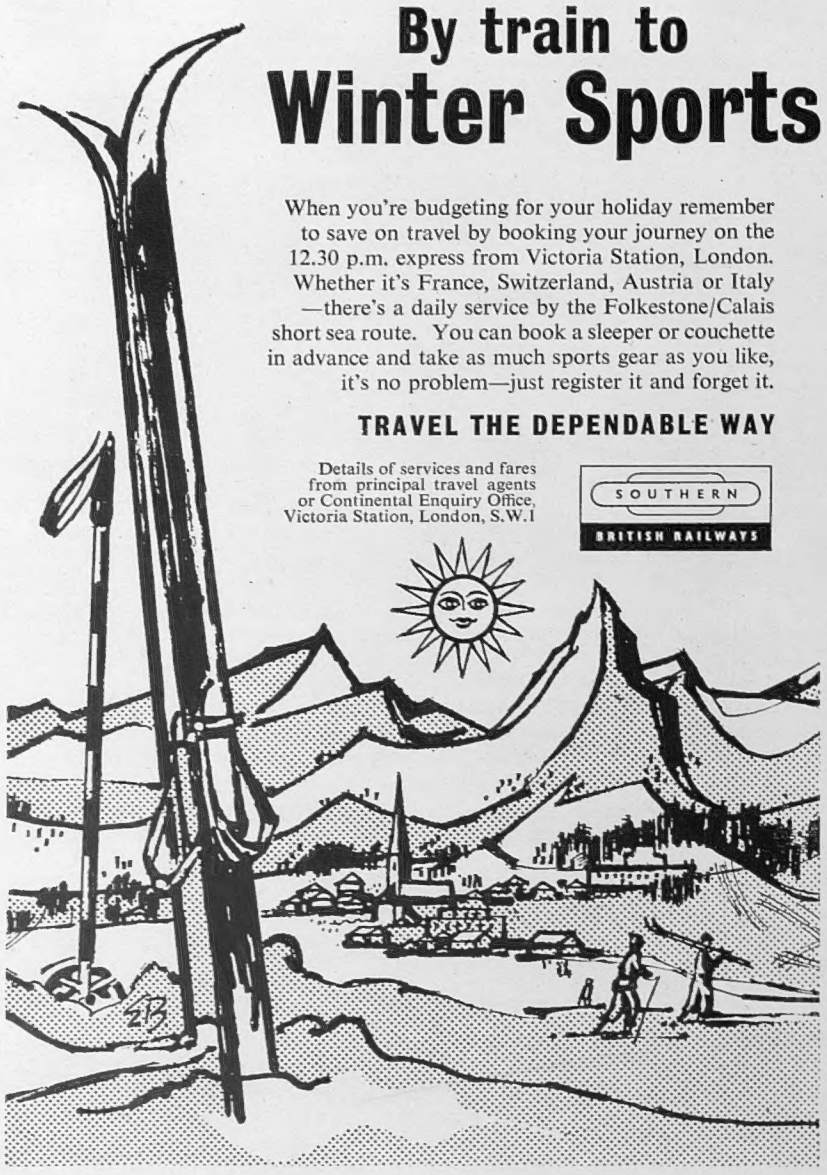

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